

Acton Action

June Edition



Marseille France,
Olympics 470 Sailing Test Event,
July 2023



In This Issue

- ~2024 Olympic Sailing
- ~Safety & Instructor Training
- ~Park & Moorage Updates
- ~HSA Survey Results
- ~Exec Committee News
- ~SNAX and Sectors
- ~Quizzes, Lee-Bows...



Acton Lake, Memorial Day Olympic Wind Test Event, May 2024

...and much much more!

Hueston Woods State Park Manager Updates



Hueston Woods Park Manager, Kathryn Conner, has been busy as ever with park events, infrastructure upgrades, naturalist programs, Sylvester Stallone action film logistics, and management operations but paused to give us an update:

Bridges: The contract for the two low water crossing replacements was awarded and crews are still expected to get to work in June. It will take over a year for full completion. Expect some traffic interruptions until nearer the big switchover date.

Dock Bumpers: The launch ramp docks will get some TLC this summer when crews work to fix the protective rubber bumpers surrounding the concrete docks. They will look at those concrete dock corners and end bits to see what might be done to help cover them also.

Canoes & Kayaks: For the canoes and kayaks recently stored on the docks, they are working on moving them to a dock, or section of a dock, specifically for them to be stored on.

Sailing: She very much looks forward to sailing with HSA one of these days when she can get away and asks us to reach out if we need anything in the meantime.

Curious about that Sylvester Stallone movie? According to a February 22, 2024 article by Anaka Bretzke in the *Oxford Observer* newspaper: "Earlier this month, park guests riding horses on the trails stumbled upon a staged plane crash in the woods of the park and speculated if it was placed for a film. Park manager Kathryn Connor said the plane crash found by trail-goers were props placed for an "approved special parks activity permit." As far as the staged plane goes, Connor says it has since been removed from the horse trail, as filming has wrapped at that location." (filming wrapped May 14th and movie expected 12/19/24)

As noted by Variety Magazine: "The action thriller, *Alarum*, follows retired assassin couple Joe and Lara Travers, who are in hiding at a resort lodge when a plane crashes nearby. After retrieving a top-secret flash drive from the crash, the couple are pulled back into their shadowy past, fending off government operative (Stallone) determined to retrieve the drive."





The lines on HSA's sector map are hard to see painted on the lake bottom, but they are there. Just ask a member you trust for that working party undersea yarn. Meanwhile, if you look on the committee boat mast below, you'll see the order of the racing marks. In this case they want you to proceed to the windward mark in sector 2, then 4, then 3. Red indicates marks should be passed on your boat's port side. Green #s indicates starboard. Read more in your Directory, or just ask the Committee to point. A helpful mnemonic: the **Lo**odde is **Od**d, the **Be**eeach is **Ev**en.



Reprinted SNAX, The Sailing Newsletter Article eXchange...

A few years ago, Brett Hart was traveling on business constantly to New Hampshire, California, and Missouri. While staying in the Kansas City area for a couple weeks at a time, he decided to look up the Jacomo Sailing Club and shared "the club reminds me of the HSA club members, all great friends, and sailors."

So, imagine my surprise to find a SNAX article from the Jacomo Sailing Club hiding in the notebook JoAnn and Jerry passed along to me. And, it was an article on the importance of reaching out to new members—a nugget that emerged from Commodore Amy's recent survey. This is one of those newsletter editor ah-ha moments in the category of "even a blind squirrel sometimes finds a nut."

HSA is a friendly bunch but we can always do more to help our new members feel welcome and part of the club. Brett is one of those lucky club members who has encountered a positive "new guy" experience twice. In both cases, some ambassadorial-minded sailor(s) made sure Brett felt at home. How wonderful!

As this SNAX article and our recent survey indicate, let's *each of us* take a moment to make sure new members feel welcome and know about our socials, training days, and race events.

You Have a Friend in the Club

by Todd Pesek as seen in *The Gam*, Jacomo Sailing Club, MO

JSC needs to develop a buddy system for all new members and less active members in the club. The purpose of this system is as follows:

- ◆ Give these members guidance in club structure.
- ◆ Let these members know of JSC resources.
- ◆ Make sure they receive their *GAM* and Roster.
- ◆ Learn what these members expect from the club.
- ◆ Encourage these members to participate in sailing.
- ◆ Explain crewing opportunities.
- ◆ Make sure they are aware of the social events.
- ◆ Help them find boats.
- ◆ Make them aware of the training opportunities of the club.
- ◆ Help maintain contact with the member.
- ◆ Develop the member into an active full participating member.
- ◆ Encourage them to visit JSC website and join our community e-mail.

I believe this would fall under the promotions area. We would need to establish a list of JSC members willing to volunteer to be buddies. The responsibilities of this program for the promotion chair would be:

- ◆ Assign a buddy to these people.
- ◆ Make sure here is follow up with the member and contact information is given.
- ◆ Get feedback from the JSC buddy on the member.
- ◆ Stress to the JSC buddy volunteers that we do not press too hard and break off contact if the member requests it.
- ◆ Limit phone/e-mail contact to the member through the buddy only.

HSA Safety & Instructor News

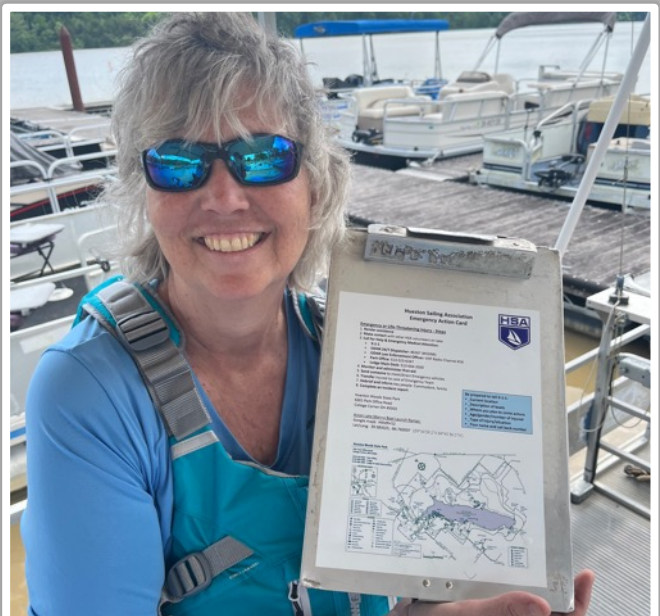
Amy Marks, Brett Hart, and Joe Fulford are all now US Sailing certified Level 1 Instructors. This nationally-vetted program produces better instructors, thereby reducing risk exposure for our sailing programs. Topics covered in the course include: classroom and on-the-water teaching techniques, risk management, safety issues, lesson planning, creative activities, ethical concerns, and sports physiology and psychology.

Safety is always a concern with any water sport. Our annual Directory sets forth in writing an expectation for safe operations and the founders of the club fostered a culture of safety that continues today, not only with training as mentioned above, but also with regards to equipment.

HSA is blessed to have some very capable Harbor Master equipment experts. This year they have added several items to the R/C boats (see right) and have lightning detection equipment ready to be installed on our R/C rescue boat.

First, there is a throttle “stop” lanyard on the rescue boat motor. It stretches four feet and has a padded sleeve for your wrist. The other end clips very simply over the Run Toggle switch at the base of the tiller. If you should fall overboard, it flips the toggle to Off. Motorboat accidents are more common and potentially far more dangerous than sailboat accidents. This lanyard adds a layer of protection and if you need to go forward to the bow say to help someone, it easily detaches to shut off the engine—a best practice around sailors in the water. Like seatbelts, lanyards save lives.

Second, on the R/C pontoon boat we have an emergency checklist decal affixed to the race form clipboard. It has key phone numbers and procedures for getting aid quickly in the case of an accident. In addition, we also have a lake water temperature gage for those April races in cold water. If water temperatures are below 60 degrees F, we now require the Y-Flag (PFDs mandatory) be flown. The USB charger is an added bonus to keep phones/tablets charged to help maintain weather situational awareness, and a new framed perimeter “fiddle” keeps those devices onboard.



Executive Committee Highlights

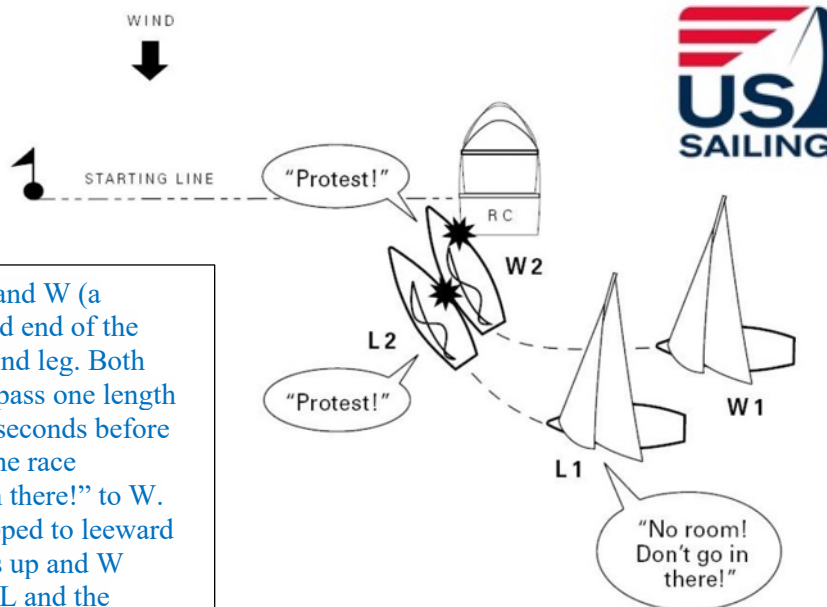
Commodore – Amy Marks amymarks00@gmail.com
Vice Commodore – Darrilynn Brewster luv2readmom@gmail.com
Rear Commodore – Bill Molleran bill.molleran@gmail.com
Treasurer – Roger Henthorn rrh2699@gmail.com
Secretary – Dom Everaet Dominiek.Everaet@esko.com
Harbor Master – Don Fecher dfexskip@aol.com
Past Commodore – Laura Peters petersle1@yahoo.com
Newsletter Editor – Joe Fulford fulford.joseph@gmail.com
Sailing Instructor Coordinator – Brett Hart brettrhart@aol.com



The Executive Committee and other club members, who did not succumb to a post-potluck nap, came together after HSA's May Social to discuss a few key items. The current Sunfish fleet will be reduced from eight to four boats and the Capri fleet of three will lose one. Each fleet steward (Molleran, Brewster, Judy) will work with the Harbor Master to pick the best boats and ensure they are maintained to a uniform high standard. The Precision 18 will get a furler jib and the O'day 22 will undergo a pre-refurbishment cost/effort assessment. A web-based tool will be used to better manage club boat reservations along with criteria for who can take out each one and when. HSA's rescue boat will be discussed after the June 30th social potluck.



US Sailing Quiz & Tactician's Bonus: The Lee-Bow

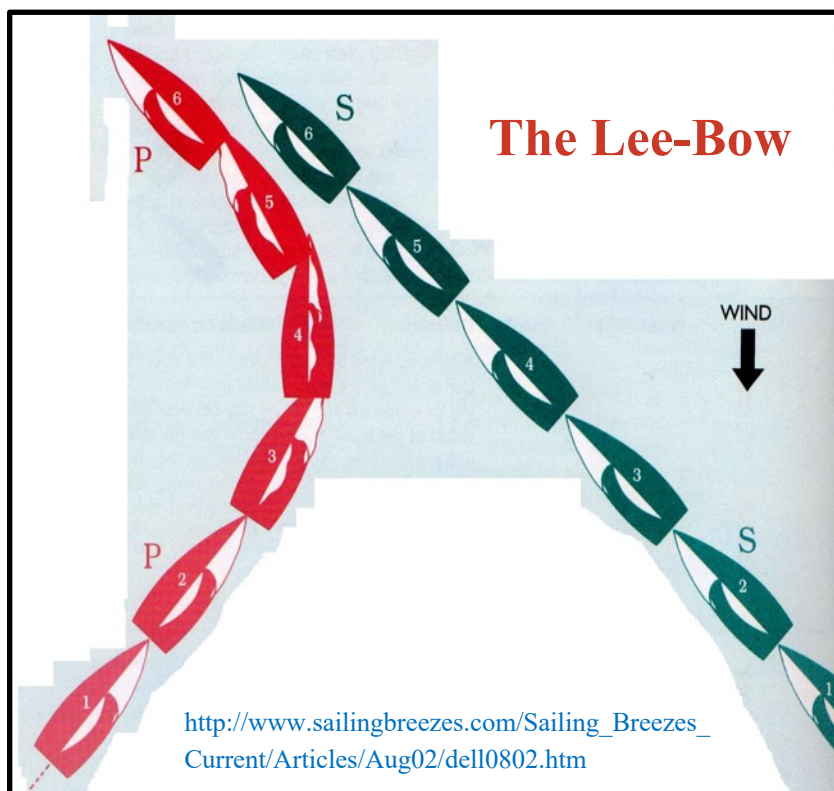


Quiz Question: Two boats, L (a leeward S17) and W (a windward C250), are approaching the right-hand end of the starting line, a 24-foot pontoon, to start an upwind leg. Both boats are beam reaching, with L on a course to pass one length to leeward of the race committee boat. Twenty seconds before the starting signal and when two lengths from the race committee boat, L hails, "No room! Don't go in there!" to W. Both boats hold their courses until W is overlapped to leeward of the race committee boat. At that point L luffs up and W makes contact nearly simultaneously with both L and the committee boat. Both boats protest each other. You are on the protest committee; how would you decide this?



Answer: Boat L is penalized under rules 14, Avoiding Contact, and 16.1, Changing Course. The preamble to Part 2, Section C, At Marks and Obstructions, states that rules 18, Mark-Room, 19, Room to Pass an Obstruction and 20, Room to Tack at an Obstruction, do not apply "at a starting mark surrounded by navigable water or at its anchor line from the time the boats are approaching them to start...". Therefore, the situation is governed by the rules in Sections A and B. At the time W becomes overlapped to leeward of the race committee boat, she is keeping clear of L in compliance with rule 11, On the Same Tack, Overlapped (Section A rule). Rule 16.1 requires L, as a right-of-way boat, to give W room to keep clear of her when she changes her course (Section B rule). When L luffs, there is not room (space) for W to comply with the Part 2 rules and rule 31, Touching a Mark, due to the physical presence of the race committee boat (see the definition Room). Therefore, L breaks rule 16.1. W breaks rules 11 and 31 but is exonerated (freed from penalty) by rule 43.1(b), Exoneration. L also breaks rule 14 for failing to avoid a collision, and is penalized under that rule because the contact results in damage to herself. However, from the time L begins to luff, it is not possible for W to avoid contact; therefore, W does not break rule 14. **Had L wanted to prevent W from passing between her and the committee boat, she should have luffed sooner while W was still able to respond to her luff without making contact with the committee boat (see World Sailing Cases 114 and 146).**

(This quiz was excerpted from *Dave Perry's 100 Best Racing Rules Quizzes* available from [US Sailing](https://www.usasailing.org). For a comprehensive explanation of the rules, read Dave Perry's *Understanding the Racing Rules of Sailing through 2024*, which is also available from US Sailing. Permission to reprint this quiz for non commercial use is granted by the author.)



This article on the lee-bow is by David Dellenbaugh, a two-time America's Cup veteran who publishes the newsletter *Speed & Smarts*. *Speed & Smarts* is a bi-monthly newsletter that is packed with tips to improve your racing performance. It's written by this award-winning America's Cup tactician, and each colorful issue is full of instructional advice on tactics, strategy, speed, boat handling and rules. For a subscription call: 800-356-2200. <https://www.speedandsmarts.com>

A common move in fleet racing is the "lee-bow" tack (i.e. a tack into a safe leeward position). It usually happens when a port tacker (P) tacks *just ahead and to leeward* of a starboard tacker (S). If done successfully, this puts P in a strong position and S in a tough spot. However, P must be careful she doesn't tack too close. As the two boats converge on opposite tacks (positions 1 and 2), S has the right of way because she is on starboard tack, so P must keep clear (rule 10). At position 3, P begins luffing up into a tack; she is still on port tack and must therefore keep clear of S under rule 10. P continues turning until she is head to wind at position 4. She is still on port tack here (see the definitions), and she must keep clear of S. Rule 13 does not begin to apply yet because P has not passed head to wind. At position 5, P is on starboard tack. However, she is subject to rule 13 now because she has gone past closehauled but hasn't yet reached a closehauled course. So P must continue keeping clear of S. At position 6, S reaches a closehauled course on starboard tack, so rule 13 no longer applies. At this moment, the right of way changes from S to P, since P is now a leeward boat not subject to rule 13. S must begin keeping clear (rule 11), and P must initially give S room to do so (rule 15 - Acquiring Right of Way).



Alert HSA sailors may have noticed the new "Designated Area for our Partners" sign in the dry moorage area. It is a privilege to have the Park support HSA and Miami U. Rowing & Sailing! In the coming weeks, and due to its popularity, the dry moorage area's arrangement of boats may need to be optimized a bit. Roger Henthorn has been studying how those yellow-jersey'd handlers on aircraft carriers park jets. Thinning the Capri and Sunfish fleets will also help as he adjusts things to fit better. Note that our ODNr partnership deal for a dry moorage spot requires your help with sailing programs.

Houston Sailing Association Survey Results

HSA members responded wholeheartedly to a recent survey with 30 members providing their opinions. As the Executive Committee plans for the future it is important to keep in sync with members wishes and one way to do that is with survey data. We learned that a generous 40 percent were willing to take students out on their own boats for Intro to Sail. We learned that 48 percent felt we have the balance between racing and social events about right while some (19 percent) would prefer more non-racing events. We learned that 28 percent were very interested in more training and that 30 percent were interested in sailing the Precision or O'Day cruisers. We also provided an optional box for members to share suggestions. These are listed below and provide us further areas to make improvements. Thanks!!

- I'd like to suggest events for Veterans who are working through mental health issues.
- Anything that is not so competitive... some captains take the races too seriously and it is not fun for others on the course
- If possible would like to have more non-Sunday, late afternoon events especially, but not only for cruisers , e.g. there are usually 4 or 5 cruise boats around after 4:30 in nice weather. We can keep it simple, e.g. short one lap races, results informal, no committee boat required, no rescue boat needed, or alternatively mini classes e.g sail trim, heaving to etc.
- The full moon cruise was magical for our son. He's asked about it several times since. A sleep aboard event would be fun. Anything family oriented that happens after soccer season.
- More squirt guns
- I like to chit-chat with other sailors during rigging and de-rigging, launching and retrieving and the lull before the races (I am always aware of respectful of their time). I love to look at how boats are rigged, launched, retrieved and so forth and if possible, ask questions (being very aware of people's time constraints). However, on Sundays during rigging and de-rigging, launching and retrieving and the lull before races: to me a large percentage of the club members who race seem to be stand-offish and only like to chitchat with people that they know. I have tried many times to break through this apparent clannishness of the club by trying to make small talk but have given up due to lack of progress trying to make associations with these types of members. In the past some members have actually been rude or have made disparaging comments. I am no longer bothered by it - just the way the club is - I know who to avoid! But other new members may find the disparaging comments, unfriendliness or coldness unacceptable and leave.
- I'm mostly a cruiser.
- Too new to answer this one!
- Would love to give you feedback after this year :)
- I think that our move away from celebrating events, like say The Fourth of July on the Fourth of July in order to save rental money for The Houston Room is a mistake, if that is indeed what we did.
- Love CrusierFest, the sunfish regattas, round the lake (without the gimmicks) Maybe have a cruiser raft up or just cruise around not racing? Haven't made a night cruise yet.
- All of the events HSA offers are perfect. We participate in almost all events. The only one we don't usually participate in is CruiserFest because that's usually the weekend that we vacation and it's not as much fun to race our cruiser.
- The November awards banquet
- Y-Flyer racing, I2S and L2S.
- CruiserFest, Race Around the Lake, & Moonlight Cruises are a few favorites but I also enjoy the regular racing seasons and the Sunfish Regattas.
- Love the cruiser night sail, overnights and breakfast on the dock! As well as the lunch with Dave and Jackie!



2024 Summer Olympics: Can You Say Marseille (Mar-Say)?



SAILING

2024 OLYMPIC SAILING TEAM



STU MCNAY
MIXED 470

DANIELA MOROZ
WOMEN'S KITE

DOMINIQUE STATER
WOMEN'S IQFOIL

STEPHANIE ROBLE
49erFX

ERIKA REINEKE
ILCA 6

HANS HENKEN
49er

DAVID LIEBENBERG
NACRA 17

LARA DALLMAN-WEISS
MIXED 470

MARKUS EDEGRAN
MEN'S KITE

NOAH LYONS
MEN'S IQFOIL

MAGGIE SHEA
49erFX

IAN BARROWS
49er

SARAH NEWBERRY MOORE
NACRA 17

	JULY						AUGUST										
	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11
49erFX							🏆										
49er							🏆										
Women's IQFOIL								🏆									
Men's IQFOIL								🏆									
ILCA 6												🏆					
470													🏆				
Nacra 17													🏆				
Women's Kite														🏆			
Men's Kite														🏆			
Opening Ceremony																	
Closing Ceremony																	

Regular Race Day



Finals Day

Competitors work to finish in the top bracket by the end of regular racing to qualify for Finals Day and a chance at a medal.

Reserve Day

Possible days race committee could use in case of bad weather on any of the scheduled Regular or Finals racing days.

WATCH LIVE ON
peacock



USSAILING.ORG/OLYMPICS



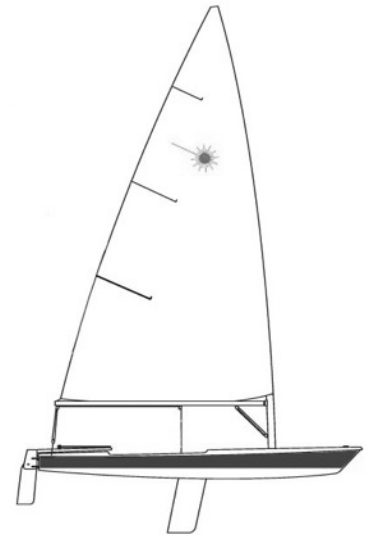
@USSAILINGTEAM



THE MEDALIST NEWSLETTER
USSAILING.ORG/SUBSCRIBE

What type of sailing boats are used at the Olympics?

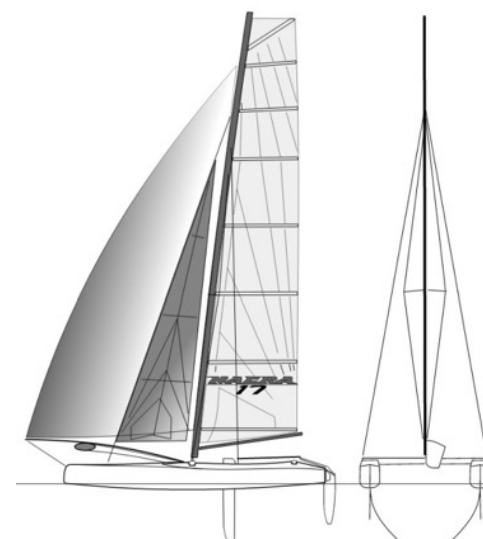
ILCA 6 and ILCA 7: International Laser Class Association (ILCA). Designed by Bruce Kirby in 1969, the ILCA 7 contributed to a huge increase in recreational sailing because of its speed, affordability and easy maintenance. Relatively lightweight, the boat is 4.23 meters long (approximately 13 feet 9 inches) with a 7.06 square meter mainsail (approximately 76 square feet). Making its Olympic debut in 2008, the ILCA 6 is essentially a smaller version of the ILCA 7, using the same fiberglass hull. With a shorter lower-mast and a sail 14 feet smaller than that of the ILCA 7, the boat is more conducive for lighter sailors, making it a great boat for women's racing.



470: An Olympic class since the Montreal Games in 1976, the boat was originally designed by French architect Andre Cornu in 1963, and was named after its length: 4.70 meters (approximately 15 feet). The two-person centerboard dinghy is malleable to all levels of sailors and is used both recreationally and competitively around the world. The boat's light frame makes it responsive to movements of the sailors, and thus the skipper and the crew generally complement each other in weight. Three sails are used: the main, jib and spinnaker. Typically taller and heavier than the skipper, the crew hangs out on the trapeze to balance the boat depending on the conditions. Originally an open-class boat, the event was divided in 1988 when the women's 470 was introduced. Starting at the Paris 2024 Games, the boat will be sailed by a mixed-gender crew for the first time.



Nacra 17: NACRA started in the U.S. as an acronym for "North American Catamaran Racing Association" in 1975. Selected by the International Sailing Federation (ISAF) in May 2012 as the equipment for the mixed multihull event, the Nacra 17 made its Olympic Games competition debut at the Rio Games. The Nacra 17 was created in line with the specifications given by ISAF. An agile high-speed machine, the hull of the Nacra 17 measures 5.25 meters long (approximately 17 feet, 2 inches), the beam measures 2.59m long (approximately 8-6) and the mainsail has an area of 14.45 square meters (approximately 155 square feet). The curved daggerboards add a distinct dimension to the catamaran making for reduced sheet loads and mitigating the impact of the crew weight.



49er: Designed by Australian Julian Bethwaite specifically for the 2000 Games in Sydney, the 49er is a high speed, high-performance boat. The name of the 49er derives from its hull length of 4.99 meters (approximately 16 feet). A mainsail, jib, and spinnaker comprise the three sails of this two-person skiff. It has twin trapezes and retractable wings that spread 2.74 meters (approximately 9 feet) in width, giving the boat the appearance of a manta-ray. The trapezes allow the crew to use their weight to balance the boat. With a 38 square meter spinnaker area (approximately 409 square feet), it is very large for such a small boat, making the 49er one of the fastest at the Olympics. While its speed is certainly a draw, the 49er is also one of the hardest boats to operate and requires agility and successful teamwork, without which the boat can easily flip. **49erFX:** Developed by Mackay Boats, the FX rig was trialed and selected by the ISAF as the women's 49er event for the Rio Games. The FX was specifically designed to accommodate lighter crews and be perfectly suited for the 49er hull. The FX mast height is 7.5 meters (approximately 24 feet), with the mainsail measuring 13.8 square meters (approximately 149 square ft).



2024 Summer Olympics... How to Watch

How can I watch the 2024 Paris Olympic Games?

Each day during the Olympics, live competition will be presented across NBC, while each night an enhanced primetime show will spotlight the top moments from competition. To watch the Opening Ceremony, tune in to NBC's live broadcast of the event at 12 p.m. ET on July 26th on your local NBC network. The Opening Ceremony will also be presented in primetime at 7:30 p.m. ET/PT on July 26th. Competition starts at 6:00 a.m. ET and is scheduled to finish at 1:00 p.m. ET and like other sports, there will be amazing views of the action. Go USA!

Over cable/satellite/antenna: If you are a cable, satellite or telco TV subscriber, you can watch the 2024 Paris Olympics live on NBC's broadcast network, NBCOlympics.com, NBC.com, the NBC Sports App, the NBC Olympics app, the NBC app, E!, Golf Channel, CNBC, and USA Network. Check your local NBC listings or [NBCOlympics.com/schedule](https://www.nbcolympics.com/schedule) for times. If you can't find NBC on your channel lineup, please call your provider.

On your smart TV: If you have a smart TV or streaming stick, the easiest way to watch the 2024 Paris Olympics is to download the NBC Sports app, NBC Olympics app or the NBC app to your television. You can log in with your TV provider credentials to unlock all live viewing and access to Olympic content. If you do not have TV provider credentials, you can download the Peacock app and sign up for a Peacock Premium subscription. The Peacock and NBC apps are available on most streaming platforms, including Android TV, Apple TV, Google Chromecast, Fire TV, Roku devices, Samsung TVs, Visio TVs, Xbox, and more.

On your phone or tablet: You can watch the 2024 Paris Olympics on-the-go by downloading the Peacock app, NBC Olympics app, NBC Sports App, NBC app, or by visiting NBCOlympics.com via web browser with your Apple device (iOS version 11 and above) or your Android device (with an OS Version 5.0 and above).

On your computer: You can stream the 2024 Paris Olympics at PeacockTV.com, NBCOlympics.com or NBC.com using the Google Chrome, Microsoft Edge, MacOS/iOS Safari, or Firefox web browsers.

In Person: Or, you could just fly to the south of France and see it in person at Roucas-Blanc Marina in Marseilles!



Sailing Events

Men's Events

One Person Dinghy - ILCA 7
Skiff - 49er
Windsurfer - iQFoil
Kiteboarding

Women's Events

One Person Dinghy - ILCA 6
Skiff - 49er FX
Windsurfer - iQFoil
Kiteboarding

Mixed Events

Mixed Multihull - Nacra 17 Foiling
Mixed Two Person Dinghy - 470