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"A good sport is someone who adheres to a code of ethics and doesn't compromise the quality of the game"

- Dave Perry, author, champion sailor, rules guru

Thanks to Dave Dellenbaugh for assisting the ILYA #Fair Sailing initiative. With Dave's permission, in April, you will enjoy excerpts of his sportsmanship edition of Speed and Smarts.



**April**  
28 - John Strassman RC 201 -  
Practical Teaching

**May**  
Rules of Week to be featured

**June**  
Visits to Clubs and Sailing Schools

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### **A closer look at the defining qualities of sportsmanship** **Why is good sportsmanship important in sailing?**

Because no matter how hard we compete, most of us still want to have fun. And almost all of us feel it's critical to have a fair playing field. If we want to attract more racers to the sport and continue getting good race management, sportsmanship is the only way to go. On top of all that, it makes us feel good.

Sportsmanship is a theme that runs through all competitive events, but what's considered 'good' or 'bad' sportsmanship is different with every sport. That's because the notion of what's 'fair' is based on traditions and recognized principles. Many actions that are acceptable on the football



field, for example, would be completely unacceptable on a golf course.

As you can see from the following definitions and comments, however, sailors share a lot with other athletes when it comes to good sportsmanship.[U1]

### Don't be a sore loser or a bad winner!

Sportsmanship is an ethos that a sport will be enjoyed for its own sake, with proper consideration for fairness, ethics, respect and a sense of fellowship with one's competitors.

A poor sport is a person who doesn't take defeat well, while a good sport is someone who is a 'good winner' as well as a 'good loser.'

Sportsmanship refers to virtues such as fairness, self-control, courage and persistence and includes the concept of treating others fairly, maintaining self-control while dealing with others, and respect for both authority and opponents.

**A sore loser** is a competitor who exhibits poor sportsmanship after losing a game or contest. His or her behavior might include:

- blaming others for the loss,
- not accepting responsibility for personal actions that contributed to a defeat,
- an immature or improper reaction to the loss,
- making excuses for the defeat,
- not giving their opponent(s) credit for the win,
- citing unfavorable conditions, poor officiating or other petty issues as reasons for the defeat.

**A bad winner** is a competitor who shows poor sportsmanship after winning. This person acts in a shallow fashion after his or her victory; his or her behavior might include:

- gloating about the victory,
- rubbing the win in the face of the opponent,
- failing to show respect for the opponent,
- trying to lower the opponent's self-esteem by reminding the opponent of poor performance (even if the opponent competed well).

### Go for the gun, or be a good sport?

Fortunately, you don't have to make that choice. While the pressure to win occasionally leads to poor sportsmanship, there are many champion sailors who stand out as examples of good sportsmanship. For them, playing fair is a prerequisite for success in the sport and for the rewards that come from competing with respect and integrity.

-- Excerpted from Speed & Smarts #133 Dave Dellenbaugh

*Sportsmanship and fair play are valued attributes that are expected to come naturally from within each sailor*

--- Speed & Smarts #133 Dave Dellenbaugh

BRUCE MARTINSON - and JOHN PORTER - ON THE RULES AND JUDGES SEMINAR -

**Friday night - What did we learn?**



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- The rules pertaining to boats' right of way are only 6 pages long. How easy! Part 2 is all I need to know. All the rest of the rulebook applies to the operation and requirements of running a race.
- The rule as written seems straightforward. Did you notice the italicized words? They are a definition in the front of the book. Oh, do I need to read this? That changes what I thought completely.
- The rule seems so understandable as written. Oh, there are other boats around who are also impacted? But how did the actions of us (two boats) impact the boats around us? I was stuck, couldn't do what he wanted me to do. Does the rule still apply? Or was there more I needed to consider? Should I have setup earlier or thought this through more?
- Why are there introductions to the varying sections of Part 2? Oh, the section on marks and obstructions does not apply at the starting mark. And the start has to be in navigable water? I didn't see that before.



So, lots to learn on Friday night. John Porter covered Rules 11 through 24. Not much in terms of paper content but John's presentation had loads of examples, Appeals cases and ancillary supporting views - Dave Perry, for example. It is clear there are varying degrees of understanding of the rules - the basic to the most challenging. There is innuendo which alters opinions. The presentation was excellent in terms of its content. John Porter, thanks to UK Sails, had exceptional graphics which could be run repeatedly until the points were visualized. He included the rule BUT ALSO the definitions so all the material was there on one screen to understand the rule. It was a most detailed presentation of the rules which begs the necessity of re-reading, reiterating, reviewing each aspect of a rule.

The intention of the ILYA #FAIR SAILING is to offer this presentation to all our clubs and sailing schools. If possible, the ILYA will send someone to present this to your club. In other cases, the presentation may be self-guided by the members of a club. The presentation is designed to allow you to utilize the material in the best manner for your club. *From the editor's view, I learned an immense amount from the presentation but the real value will be reviewing this on my own with time available to look at the Appeal or Case Book data that was presented as an adjunct.* Look for a letter from the ILYA to schedule your club visit. If you are a rules aficionado and want to assist with the presentations, contact [Commodore David Porter](#).

#### **Saturday US Sailing Judges Course ---**



Bruce Martinson kept the information flowing on Saturday's US Sailing course to thirteen individuals from Delavan, Cedar, Geneva, Nagawicka, Pewaukee, Beulah, Clear Lake and Pine who intend to become officiants at protest hearings. Lengthy time was spent on the determination of the validity in the receipt and execution of the notification on the water. Then the protest procedure itself - conflict of interest of the protest committee, listening to the protest situation, questioning between and of the protestee and protestor,

witness testimony. Then came the deliberation and recording of the actual protest. Martinson then provided practice protests and requests for redress. The redress hearings were most enjoyable due to Martinson's acting ability. He was a sly one while seeking redress as he played the injured (?) party.

Overall, Martinson's gentle teaching manner, encouraging yet thorough presentation manner made this worthwhile to the fullest for those who want to become certified or for those who just wanted to hear more about the protest procedure.

The arbitration process was demonstrated and should be added to club SI's if your club plans to send sailors to regattas. Additionally an alternative penalty from Appendix V might be right up your alley. - Keep in mind the MC's have voted to keep the two-turns penalty.

Next step is for sailors to indicate their desire to serve on a protest committee under the tutelage of our area's best.

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