

M A R C H 2 0 1 3

# Acton Action

## Spring Social

As the New Year crawls and claws its way toward Spring, it will find a familiar friend on its calendar. On Saturday, April 13, HSA kicks off the 2013 season with its annual Ice Cream Social and Boat Launch.

Social Chair Rose Schultz tells us that the day's activity will begin with the launching of HSA's boats from 10-12 followed by a chili lunch for those who volunteer.

The ice cream will begin to melt at 1:00 in the Hueston Room where park manager Mark Lockhart will talk about Hueston Woods and recent changes.

At 2:00 we will get a behind the scenes look at the new cougar-in-residence with the park naturalist.

After that it is time once again for Geocaching with Mike and Them. Kids of all ages are welcome to join us on a search for hidden treasure in and around Hueston Woods. Geocaching uses a GPS smartphone app to show users where "caches" have been hidden in any location worldwide.

Last year, Jerry Brewster walked away won top honors when he discovered a heretofore unfindable cache in the Hopewell church cemetery.

Cost of the ice cream social is \$2.50. RSVP Rose at <mailto:rosegeorge9109@sbcglobal.net>

### Save the Date!

**Saturday, April 13**

HSA Spring Ice Cream Social and Official Launching of the Boats!

Sunday, April 28 is the first racing of the Spring Series!



## Barn Construction Completed; New Owners Ready to Move In

A short week ago, snow was flying, the wind was a bone chilling 15-20 mph, and the sun was often missing in action but Yoder Excavation got the job done on a wintry day in March. A year ago it was in the high seventies headed toward a record of 86 and a summer long drought. It's different now.

Pete Peters, our man in Carharts, was there overseeing it all, including the building site for the concession stand. Roger Henthorn witnessed the job also. It was probably the only time you will see Roger at the lake and not in shorts. Photos were taken a week apart with the actual building going up Wednesday, March 27.

Pete was on hand to oversee the barn's installation as well as site prep for two other groups. Roger might have been in shorts this time around since it was in the 40's.



## HSA Featured Family

Each month we bring you a profile of one of our HSA families. This month it is the Mollerans!

**Bill, Julie, Max, Megan, and Rosa**

Julie sails Sunfish and is an ex-Hobie cat in addition to her fondness of kayaks. She is a formidable paddler and has often worked at junior camp along with the rest of the family, since all of the Molleran clan have attended junior sailing camp. Julie is “supreme master gardener in charge of all things beautiful at Spring Grove Cemetery. And don’t ever dare her to do something, especially if cash is involved.

### Bill – the dad

Bill is a Sunfish guru as well as a former Hobie wan Kenobi Jedi master. He has won numerous singlehanded championships and served as HSA Commodore. In addition to kayaking and camping, Bill is also an avid long distance cyclist.



**Julie – the mom**



### The girls, Megan and Rosa, with mom

The Molleran family has property near Brookville Lake in Indiana where they love to camp. The family has been sailing with HSA since about 1984. During the ensuing years they have owned and sailed a Force 5, a Hobie 16, a Capri 22, a Capri 16.5, and two Sunfish.

### Megan, the fastest

Megan is now out of college and living in Oxford (Mississippi) with her new husband Matt who teaches at Ole Miss. According to dad, Megan is the only serious sailor of the three kids, and she has the record at HSA to prove it, having won both junior and senior trophies.

Max is a UC junior in psychology. Rosa is a Mother of Mercy high school senior and also looking at UC.



## Feature Family Story: The Mollerans Take the Baby Sailing



"So you have a new baby (Max) but you still love sailing. The solution is to take the baby along.

"Cruisers are nice and stable and you have a sophisticated baby life jacket, so it is safe. The boat is a Capri 22 with a fin keel, a racer/cruiser with all the go-fast accessories. It looks like a beautiful day, so pack up the diapers and bib, baby wipes, etc. 25 pounds of equipment for a 12 pound baby and head to the lake.

It starts out nice, but gradually the wind builds. Best to be safe, so down comes the 150 genoa and up goes the 110. It gets a little stronger, so down comes the jib and we sail on main only. With just the main, the center of effort is pretty far back and the boat

wants to round up in the gusts. While all this is going on, the baby is getting hungry. They have such poor timing.

The boat has a cabin, so Julie takes the baby down where it is safe, strips off the life jacket and feeds the old fashioned way.

"It's getting a little rough for breast feeding, but we're still pretty far from the dock, so down comes the main and up goes the jib. Well with no main, the center of effort is really far forward. We are almost back to the dock when a massive gust tries to knock us down, but now the boat has terrible lee helm and bears away on its own.

"With two hands on the tiller and the crew below, there is no one left to release the jib. By now, water is coming over the side and into the cockpit. From below: "What the \$@&& is going on up there?". Finally, the gust lets us go and I bury my sailor's pride, take down the jib and go in on the outboard motor. No harm done, just a little water where it's not supposed to be, but a lesson learned and a good story to tell." **Bill Molleran**



### HSA members meet up at Mad River Mountain

Left to right: Charlie, Ryan, Megan, Charlie III, and Kevin ready to tack every 20 feet as they prepare to schuss down the slopes.

*You never know where you are going to run into someone from the sailing world. Wine merchant and current HSA Commodore Charlie DeArmon ran into Hobie skipper Ryan Servizzi and the whole clan zig-zagged their way to the bottom of the course. Kevin, as usual, posed for the impromptu pic with style.*

# Executive Elocution

## Harbormaster Don Ficher

In addition to his new duties as Harbormaster, Don is heading up an effort to help in race training. Don has proposed a mentoring program for this year that will pair up experienced and new skippers in the three fleets. A separate scoring will keep track of how each pair of partners does by the end of the season. Details coming.



## Rear Commodore Laura Beebe

As usual, Rose has the season's social activities all worked out from Ice Cream Social next month to the banquet in November. This in addition to her other duties as Vice Commodore. Kind of like Martha Stewart only nicer and no criminal record.

## Vice Commodore Rose Schultz



"With the first racing weekend only a month away, it is of the upmost importance to turn in your membership forms so that I can start compiling the race committee schedule. Please remember, regular members are required to serve a minimum of 2 weekends (or 1 holiday series). Associate members don't necessarily have a commitment, but it is a great opportunity to help out the club, learn more about sailing, and enjoy some time on the water. Committee dates are filled on a first come, first serve basis, so make sure you get your form in quickly. Volunteer for the holiday series – Fourth of July is the hardest one to fill. If you are interested, please mark that on your membership form. If you aren't able to send in your dues immediately, please email me directly at [petersle1@yahoo.com](mailto:petersle1@yahoo.com) with your race committee preferences (dates that work and

dates that don't work). If you have any questions, or want to learn more about what being on the race committee entails, please shoot me an email."



## Commodore Charlie DeArmon

Charllie, shown here on committee duty, is ready to lead and promises not to "wine" about it.

# A Defender of 10 hp Limit Speaks Out

By Mark Gilmore

As a sailor, hiker, and birder, my initial position is against the proposed increase - please draw your own conclusions, and voice them to ODNR.

My impression after speaking with three representatives at the Open House is that your opinion matters, and will be important when ODNR makes a decision about the proposed horsepower increase. The comment period is open for approximately 60 days, taking us to the end of March 2013.

In no particular order, below are notes from my conversations at the Open House, along with observations and opinion:

- Enforcement is said to be seeing "9.9 HP" stickers on "cheater" engines, for example engines with 12, 15, and greater horsepower, proof of which is a tedious burden on law enforcement. Due to this, the point is made that it could be easier and more efficient to regulate behavior, rather than horsepower. I say enforce the 10HP limit as best possible - I'm willing to live with the occasional 15HP cheater, rather than gain a whole new contingent of high-horsepower watercraft on Acton Lake.

My opinion: in the best of circumstances, enforcement is going to be limited, given the travel distances, and other geographical responsibilities of enforcement officers ... When on Acton Lake, the parked enforcement tow rig is likely easily identifiable, especially by an observant boating scofflaw inclined to follow "idle speed" limits only when enforcement is imminent.

With the recurring fiscal brawl at the

federal level and imminent sequestration, and state coffers stretched beyond limit, it is hard to imagine that Acton Lake watercraft enforcement will be a priority in the decades to come. Additionally, it was said at the Open House that if increased, higher horsepower idle speed would be in place for a one-year trial period, to then be reassessed. It is reasonable to imagine that high-horsepower boaters might be on their best behavior during this trial period for the first year, with potential diminishment of idle speed adherence after any increase became permanent.

- Questions / Food for thought: What are the limitations of Acton Lake's existing, single northern launch-ramp site in the face of a higher boat count and trailer-use traffic? What effect will larger engines with greater prop shaft length have in the extremely limited water depth of the northern end of the lake, both from a sediment and environmental standpoint, and the ability of high-horsepower watercraft to negotiate 1-3' water depths? What about increased oiling/fouling of the water from larger and more numerous internal combustion engines, fueling spills, leaks, etc.? What are possible effects of increased noise pollution and combustion fumes on marine life, terrestrial wildlife, and humans? Does any proposed horsepower increase mean that "personal watercraft" such as jet-skis would also be entitled to access and use? Could it be time to go the other direction, switching to electric only, as some 50 ODNR lakes and reservoirs already are?

# ODNR Proposal Could Take Four Months Before Enacted

*The following is the response we got from Deb Green, ODNR Regulatory Coordinator. Ms. Green was in Oxford for the February 15 open house. We asked her recently about what happens next and when.*

"We are now compiling all of the comments that we've received since holding the open house for Cowan Lake in December and Acton Lake in February. We are planning to make a recommendation to the Director's office for both Cowan and Acton lakes by early April (that allows about 60 days for the Acton lake community to submit comments). If the decision is made to go ahead with the no-wake regulation, new Administrative Code language will need to be drafted and adopted.

"The process requires a rule filing with the Joint Committee on Agency Rule Review (JCARR), the Legislative Service Commission (LSC), the Secretary of State's Office, and the Governor's Common Sense Initiative Office. After the rule is filed, a formal public hearing must be conducted, followed by a JCARR hearing. It will take approximately 120 days to go through the process. ...

Thanks for your interest in Ohio Boating!"

Deb Green, Regulatory Coordinator  
ODNR, Division of Watercraft

