

Acton Action

Hueston Sailing Association



Scott Johnston and Jason Thompson appear to fly over Rose Schultz in her Sunfish but flying over other boats only happens in Don Fecher's mind.

ODNR Hosting Forum on No Wake

Pilot Program's First Season to Be Evaluated

On Friday, September 26, representatives of the Ohio Department of Natural Resources (ODNR) will host a public forum to gather feedback on the pilot program for no-wake operation on Acton Lake at Hueston Woods.

The forum will be held at 7 p.m. in the Delmingo Room of the Hueston Woods State

Park Lodge, located at 5201 Lodge Road, College Corner. The no-wake rule came into practice this past June after 58 years of limiting motor size to 10 hp. This new lake

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Drifter News!

Henthorn beats Johnston in light air challenge. Johnston returns favor. Spit is faster?

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More Drifter News!

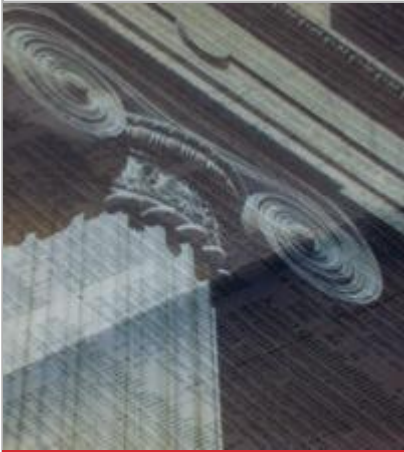
Laura Beebe learns a couple of lessons on Sunday. Beware of The Jerry and the charm of a dry boat.

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OktoberFast Prep!

More from Eduardo Cordero on getting your Sunfish up to speed.

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Sailing: the Sixth Sense

“Sailing is a ‘sixth sense’ activity. You can immerse yourself in sailing utilizing all 5 senses. I believe that when you do this, you ‘emotionalize’ the experience (i.e. the 6th sense). When you become emotionally involved in an activity, particularly in a positive sense, you move toward peak performance. An emotional trigger to peak performance is an extremely powerful tool which can be learned at any age and used as an elite mechanism for change, learning, and growth.”

Jon-Paul Patin, racing champion

Big Drifter Arrives: “Racing” Slow

By Roger Henthorn

That light air drifter that we have been expecting all year finally arrived last Sunday. A nice long triangle was set with two laps. Five Y-Flyers were out searching for wind. The light air built a little from nothing to a few mph near the top marks. Then died again.

Early in the race, positions switched back and forth as a wind puff would fill in here or there. After two laps and 1 hour 15 minutes, we finished the race in first place. Followed by Scott Johnston, Jim Mossman and Charlie DeArmon. Kevin and Megan DeArmon had too much fun after one lap and went back to the docks, taking a DNF in the first race.

The R/C shortened the course a bunch, creating a short starboard triangle.

We were running the line towards the R/C boat and tried tacking with 45 seconds to go before the start. The wind quit and we were stuck on the wrong side of the line as the gun sounded.

After a long time to get clear, we started to hunt down Scott who took an early lead being all by himself at the pin. In a race that only took 17 minutes, we managed to almost catch up with Scott at the leeward mark. With a wind that was a fading reach on the final leg, we couldn't catch him. Scott took the honors followed by us, Charlie and Jim.

“Winning isn’t everything. However, learning how to lose, dealing with error, failure, or misstep is an essential step in the process and preparation of becoming a winner.”

Eduardo Cordero



No Wake? No Problem. Except...

Acton Lake is... Different

It was Sunday, just a scant two weeks ago that I felt regret for the first time about the no-wake rule.

Up until then, the summer had gone well. Big engine boats behaved themselves. ODNR officers, the County Sherriff, and others had been visible every week making sure that the big engines were aware of law enforcement presence.

Even the appearance of pleasure boats (one was a jet ski!), jarring as that was, didn't bother me. They idled. They no-waked. Maybe we can co-exist, I thought. Maybe we can just all get along. After all, Acton Lake seemed to have absorbed whatever new boaters it was going to have and that didn't seem to be too many.

But when I got my boat to the ramp for launching that Sunday, every slip had a boat in it. Now normally HSA will descend on those ramps and for about 20 minutes it will look like we are an army or maybe a navy. Sunday seems to be a popular time for sailing and power boating.

There was a noticeable congestion around the ramps after getting in the water too. The exhaust, particularly from one boat, filled the air with a blue haze. Now this was only one occasion, but I couldn't help but wonder if this was the beginning of our new future: traffic jams at the docks and a smoggy launch.

There has no doubt been smoke before, but I couldn't help noticing. Acton Lake is different.

management plan was implemented as a pilot program, which will be tested and evaluated during the 2014 and 2015 boating seasons.

According to the ODNR, public comments and recommendations, along with public safety, recreational opportunities, regional economics and environmental factors are key components considering during the development of a lake management plan.

The ODNR is encouraging those who boated on Acton Lake this season to attend this public forum and share their experiences.

The press release went on to say that the ODNR's Division of Watercraft's primary focus is to preserve the unique character of the boating experience on each waterway, while providing the best possible service to the boating public and local communities.

The ODNR held public meetings in 2013 before deciding to implement the pilot program. A similar proposal for the other sailing lake in southwest Ohio, Cowan Lake near Wilmington, was not approved.

Primary impetus for the change at Hueston Woods revolved around the purported need for fisherman to be able to use larger engines rather than having to purchase 10 hp motors or use trolling motors to get around Acton Lake's 635 acres of water.

The ODNR cited stimulus to the local economy as a primary reason for the switch along with the aforementioned motor size conflict.

Members of HSA attended earlier forums before the change was put into effect. Those meetings were often well attended by those in the fishing community.

One fear lake users had of the change was that allowing larger engines would degrade the experience at Acton Lake, not only for sailing and the various paddling sports, but also for fishermen who used the lake and preferred the small motor experience.

Others felt that the state was not taking environmental considerations seriously or that, due to budget limitations, the enforcement of the no-wake rule would be compromised.

HSA had asked members

earlier in the season to help the club monitor the rule change and report violations of the no-wake/idle speed.

If you have witnessed violations or, if you have testimony about behavior of large engine fishermen, let HSA know so that any representatives of the club who attend the meeting can contribute that testimony.

“Sailing is a complete analog of all the physics around us. One's physical fitness, balance, ballistic and aerobic endurance, visual awareness, and mental prowess amongst many others can be put to task. And although as complicated and dynamic as sailing may be, it can be understood and enjoyed by the simple observation of the feel of the sheet in your hand or sound of water against the hull”

Sunfish Struggle But Gamely Ride Out Drifter

By Laura Beebe

It was a floater. The Y's started with a little more wind and were able to get around their first lap relatively fine. The Sunfish, on the other hand, struggled. It took us about 20-25 minutes to get to the first mark and at one point near the windward mark all three of us were on different tacks and points of sail and we were all within 100 feet of each other.

Sunfish made it to the second mark around the 40 minute mark. Jerry Brewster "took off" at this point while Rose Schultz and I tried to figure out where the wind was coming from. Rose made it around and I sat there watching the Y's catch up. By the time I figured out what the heck was going on and rounded the second mark, Jerry was a dot on the horizon and I was wondering why I had agreed to sail (he told me he was giving me his slow boat).



Jerry was finishing as I was passing the line in the opposite direction. Rose finished before I even got to the last mark, but I continued onward wondering why it always felt like the wind was coming straight at me. Beats on every leg ... grrrr.

In the second race, committee chair Charlie Buchert sent Jim Paul out to make an adjustment to the course ... 4, 2, 1 ... starboard roundings ... it looked like the "wind" was holding a little steadier from the beach.

Some Y's were still on the starting line when the Sunfish started. We gave them a stern talking to since they were where we wanted to be.

Rose made it around the windward mark first and hung on for the first place finish. I was second around the windward mark but Jerry overtook me going to the jibe mark (I had some choice words for him since he did it on a sneak attack), and I slowly lost ground. Jerry finished second and I got third.

"To say it was a light air day would be a huge understatement...I tried to spit on the water to see if we were moving but didn't have any to spare...Roger rebounded. He was really fast at putting his boat away and getting out of the parking lot." - Y-Flyer Scott Johnston

Miami U.'s Sailing Team 3rd

Roger Henthorn and Bobbie Bode once again assisted the Miami University Sailing Team with race committee duties for their **Acton Up Regatta**, attended by Michigan State University, Western Michigan University, University of Toledo, Ohio State University, Ohio University, Akron University, Dennison University, Bowling Green State and Miami University. HSA loaned out its committee boat along with the two volunteers.

The regatta took place on Saturday and Sunday. It was two very different days for sailing. Saturday was cold, overcast and blowing 10-12 with some gusts to 15. Sunday was sunnier and had a lot less wind - only about 4 mph in the morning. (Even less for the HSA races in the afternoon!)

Michigan State won the regatta with Miami 3rd. This was the 3rd regatta that we have helped them. According to Henthorn, the Miami team is a great group to work with. Their sailing season only overlaps a small portion of ours, but it is good to see them on the water. The team uses Flying Juniors.



Jerry Brewster, at left, tries to keep his boat under him Sunday as the "light air" plays havoc with his reaching ability.

Getting Ready for OktoberFast: Eduardo's Tuning Guide

First of all, consider the four (4) primary adjustments to your Sunfish rig/sail as wind conditions change.

Mainsheet: Adjusts sail's power; increases or decreases sail's angle of attack.

Outhaul: Flattens the bottom of the sail.

Cunningham: Moves the draft forward

Gooseneck: Balances weather helm.

1) UPWIND SAILING

1.1 Light Air :

Mainsheet tension determines sail shape and/or power.

- Be mindful of over trimming the mainsheet. Tight trim will flatten the sail and tighten the leech; help pointing but stall much more quickly.
- Make sure the leech stays open enough to "breathe for speed" when needed.
- The outhaul and cunningham are fine adjustments of sail shape
- For maximum power, ease both the Cunningham and outhaul.
- For flat water, you can apply tension to the outhaul to point higher.
- For choppy conditions, ease for power.

Heel the boat to leeward to promote weather helm. Set gooseneck around 14-16 inches. Sit forward to lift the stern of the boat but be aware of your own weight; you don't want the bow to dip under water.

1.2 Medium Air :

Apply maximum tension on the mainsheet. If you have trouble pointing, mainsheet tension might be needed. Both Cunningham and outhaul are adjusted according to wind strength and waves.

- More tension on the outhaul than on the cunningham if sailing in flat water.
- More tension on the cunningham than on the outhaul if sailing in choppy water.

Boat Heel/ Trim

Keep the boat flat (Hike first, then think sail controls for de-powering)

If the boat heels, it will create weather helm. Remember that you can balance your boat (decrease weather helm) by moving the gooseneck back.

Use more Boom-vang if you have to ease the mainsheet when the waves cause the boat to loose speed. Vang is the best way to keep tension on the leech and to keep the sail flat by prebending the spars.



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Always **FOOT** for Speed

- if the waves are high. Pinching will reduce boat speed, and speed generates lift
- in fresh breeze the net effective lift is favorable

Flat water: Sit forward or about 1 or 2 inches from the cockpit's forward edge.

If it choppy, sit back to lift the bow until you feel confident about both helm and boatspeed. The sunfish hull is very low above the water, so at this point avoid dipping. Torque body fore and aft according to the waves.

1.3 Heavy Air :

Trim mainsheet according to puffs.

- The lighter you are, the more you have to "feather" the sail (or helm) to keep helm (and heeling) under control. Pull outhaul, Cunningham and boom-vang tight to de-power the rig
- Adjust gooseneck according to your body weight (around 19-20 to 22 inches).
- If you are using a "Jens rig", you can set the gooseneck to 17-18 inches.

NOTE: Keep in mind the asymmetrical sail.

- You can always trim the mainsheet harder on port tack (medium & heavy wind).
- On starboard, be aware how much mainsheet tension you have, especially in heavy wind.
- The boat sails faster on starboard tack in light air, but since the sail is fuller, it is more difficult to control in heavy wind.
- The opposite is true when sailing in port tack.
- Hike real hard to keep the boat flat>> in flat water sit around 3 inches from the forward edge of the cockpit. Move further back in choppy water.

(Reprinted from Starboard Passage, a website devoted to Sunfish sailing. Eduardo Cordero is an eight time Sunfish World Champion, a seven time North and South American Champion, and twice Pan American Game's Champion.)