

Acton Action

Houston Sailing
Association



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Inside

Horsepower Limit Ruling
Coming – Dayton Daily
News Weighs In 2

Sailing Calendar –

Sunday, May 4 – Hobies, Y's and
Handicap (all boats including
Sunfish) classes; Committee
chair Charlie DeArmon with Joe
Fulford and Jim Cooper

Sunday, May 11 – Hobies, Y's
and Handicap Starts; Committee
Chair Mike Stratton with Jim
Mossman and Jesse Dickson

Eventful First Sunday as Sailing/Racing Season Gets Underway

For those who decided to get out on the first day of the season, their expectations were either dashed or confirmed.

Isaac Brewster came out in his wet suit and, sure enough, he capsized on a wild jibe near the beach. Isaac also ended up being disqualified in race one, along with fellow Sunfisher Brendan Draper, for going around the X course the wrong way. Easy enough to do on a windy day with the wind in the east. Brendan and Isaac finished one/two before finding out they had taken a short cut. Both Isaac and Brendan were outstanding junior sailors who are now challenging the veterans.

Jerry Brewster and Kevin DeArmon got it right and finished in that order. The two repeated their 1-2 finish in race two.

[Follow me to Page](#)

4



New Rules Worry Wind and Paddle People as No Wake Rule Looms

Pictured at left - Pete Peters and HSA Commodore Charlie DeArmon talking with a rower, Peter Lask (center), at Acton Lake last Sunday.

Dayton Daily News Outdoors Editor Adds Fuel to Horsepower Debate

DDN's Outdoors editor Jim Morris published a column last Monday defending the proposed change from 10hp limit to no wake/unlimited horsepower.

Morris reported that the change at Cowan Lake was defeated and that the decision on Acton Lake at Hueston Woods would come in May.

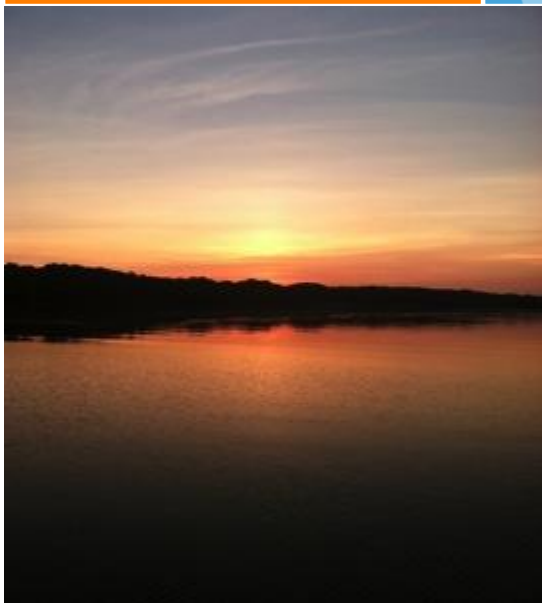
Morris also said that the Ohio Division of Natural Resources heard from an evenly divided public about the change and in a "temporary decision", would study the proposed change to Cowan Lake in 2014.

The fate of Hueston's Acton Lake, however, is still up in the air. The decision on Acton will be made by the Ohio Legislature's Joint Committee on Agency Rule Review (JCARR). That committee

could, according to Morris, decide to change the 10hp limit, keep it the same, or table the issue.

Morris said that the opposing sides were sailboaters and environmentalists versus the fishermen, boat dealers, and merchants. Morris told a story of being caught on Cowan in an approaching storm and needing to violate the law by putting his 30 hp engine in the water to get to safety. He says he won't go back until they raise the limit.

Morris ended the piece saying "so those of us who have motors larger than 10hp won't likely be fishing there (Cowan), or buying our gas there or eating in a restaurant, or buying our tackle, bait and snacks at the local marina or... you get the idea." Yes, we do. (see response next page)



Horsepower Change Proposal: Do We Even Know Why?

Commerce? Who would benefit? Who would lose? Are the economic reasons valid? Justified?

Equal Access? Who can't use Acton Lake right now? Jet Skis? Water Skiers? Fisherman with Large Engines? Is that a good thing?

Safety? Who has been hurt by the 10 horsepower limit?

Cost? Are there that many fishermen for whom the cost of a 10hp motor is prohibitive to them enjoying their sport?

In an upcoming issue we will try to explain the other side. Pete Peters was at the meeting. He will tell us what the fishermen said.

Dayton Daily News Outdoors Editor Jim Morris, in attempting to justify the proposed horsepower change, revealed the very weaknesses behind the proposal, if in fact safety and local commerce are the reasons for the change.

Citing safety and commerce, Morris added his name to the list of interests promoting the change. Let's be clear about something: no one would reasonably object to a powerboat using their bigger engine in an emergency, like the approach of a storm. Many fishermen we see at Acton Lake have at least one engine (often bigger than 10hp) and a trolling motor. Some have a large engine for bigger lakes, a 10hp for Acton and Cowan, and a trolling motor for the actual fishing. You buy the boat and the motor you need for the venues you visit.

If a fisherman is just a small lake fisherman, 10hp is all you need to go two miles, the length of Acton Lake, even if you are at the other end of the lake. Even sailors have time to get off the lake before a threatening storm. Besides, none of us, fishermen included, goes out without knowing the weather. And we all watch the sky once there.

If sailors and paddlers buy a boat, they buy it mostly for use on the only two lakes left in Southwest Ohio with 10 hp limits for sailing, kayaking, canoeing, paddling, and rowing in relatively smooth water, undisturbed by larger motors even at no wake speed.

If not safety, what is the real issue here? Commerce? I would hate to think that we are going to negatively impact the beauty, quiet, and environment of Acton Lake so that a the Bob Evans in Oxford sells a few more dinners. Where is the evidence that the local economy would actually benefit from increased horsepower traffic? Would there be a similar loss to these businesses if wind and paddle boaters are driven away?

We have seen and heard a lot concerning the CREEL Survey, the meetings, and the published material from ODNR. It is hard to find out just what is driving this change. If it is enacted, we have to be vigilant. Will no wake boaters be better behaved than 10hp motors?



Continued from page 1

Two “new” boats appeared Sunday. Sunfish people Pete Peters and Mike Stratton showed up with their recently acquired Y-Flyers eager to race in the first weekend after spending weeks preparing their “new” old noble steeds. Pete is sailing Chuck Smith’s boat this year and Mike has purchased Jim Hater’s Y-2592.

Mike was the first to concede participation after considering the wind speed and the white caps on the lake. He and wife Dawn never raised the mast and left for the cozy comfort of a stage show. Pete along with crew Rose Schultz, worked furiously to get Chuck Smith’s Y ready (with help from Chuck and wife Helen) only to discover on the water at the dock that the jib halyard was hung up.

Pete, Jerry Callahan, and Chuck spent the afternoon pulling halyards and re-rigging the boat but it was too late to race or sail. Meanwhile, out on the water Y-Flyer Charlie DeArmon and crew Laura Beebe were waiting for the other Y’s to show up and ended up sailing with the Hobies when no one joined them.

Hobie racers Charlie Buchert and Ryan Servizzi both came looking for the thrill of high speed racing and were not disappointed. Charlie won both races after both skippers took on some friends of Charlie DeArmon as crew. Despite wearing jeans and high heeled sandals, neither girl got dunked in the cool water of Acton Lake and survived the experience in high spirits.

Charlie B. won both races and, according to observer Laura Beebe, looked good on the trapeze with those high heeled sandals.

Laura also reported that there were a few gusts that threatened their composure, but the wind stayed manageable despite being recorded at speeds from 9 to as much as 20 mph.

The racing continues next Sunday with Y-Flyers returning for their first taste of action. Later in the week we will send out a notice about who plans to race.



Tips for Beginning Sailors

New to sailing? Here are a few basic tips to help you begin your sailing adventure adapted from the folks at Discover Boating:

1. Choose a good time when the wind is light to moderate. That means that anything over 12mph is probably too much just now.
2. Choose to learn on a small boat, preferably one with just one sail. Sunfish and Lasers are popular and simple but there are many others.
3. Check the weather before you go to the lake. Rain, lightning, snow squalls, etc. are usually not fun. Safety first.
4. Capsize on purpose. Practice when it is controlled and calm and you will be ready when it’s for real.
5. Respect the boom. Sailors get a few bumps and bruises every now and then but the boom can deliver a good goose egg. Be aware of when and how the boom might swing.
6. Practice, practice, practice. Some can learn on their own, but it is just smart to invest in a good sailing class or two. Then get out on the water and practice.