



Miami University Gets Out First

Warm April weather meant good sailing weather last Saturday. But things changed. Page 2



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Season Makes Debut This Sunday

"Men go back to the mountains, as they go back to sailing ships at sea, because in the mountains and on the sea they must face up, as did men of another age, to the challenge of nature. Modern man lives in a highly synthetic kind of existence. ...in the hills and on the water the character of a man comes out."
Abram T. Collier

Oh, if you have boats, prepare to sail them now. Opening day for HSA is this Sunday as all three fleets are scheduled to begin racing.

The forecast is for sunshine and a really, really nice breeze of about 12 mph. It is actually the kind of forecast we would like to have every Sunday, but here it is in temperamental April. Since the water is still likely chilly, wet suits, dry

suits or suitable suits of some sort may be in order.

The race schedule at our website (www.huestonsailing.com) lists all the start dates and committee assignments for the season. Handicap fleet means any class boat can join in the third start and sail against the Sunfish who usually show up. Otherwise we are calling all Hobies, Y-Flyers, and Sunfish to the line. Get your game on. Winter has fled.



In addition to the Miami Regatta, the park was a beehive of activity as the temps soared into the high 70's. Horseback trails were lined with riders, kayaks and canoes were sprinkled across the lake, and corn hole games in progress everywhere. Nature hikes, motorcycle rallies; it was all there. Welcome back, summer. You were a little early, but welcome back.

HSA Rolls Out Committee Boat for Miami Regatta

Miami's sailing/racing season begins early by necessity. They won't be around much longer. HSA, which usually provides committee boat and race committee for this regatta, were caught unaware by the date and had to scramble to get the boat ready.

But Harbormaster Don Fecher and usual Miami race chairs Roger Henthorn and Bobbie Bode came up before Launch Day and got the boat ready in time. Fecher served as chair on Saturday and Pete

Peters took over for Sunday although rain prevented any Sunday starts.

After the last race on Saturday, Don tells us there was a three way tie between Miami, Indiana University, and Michigan. The other school, The Ohio State University, trailed the tri-leaders.

Sailing for Miami was Stu Fisher, a recent National Champion in the Interlake class with his father Matt crewing. Stu is part of a well-known racing family. The Fishers are

from Columbus and are actually in a class by themselves.

Grandfather George was a 13 time national champion in the Interlake. Uncle Greg, himself a national champ in several different classes, is currently the sailing coach at the College of Charleston in South Carolina. Dad Matt is also a national champion. Both Greg and Matt attended Miami and sailed there.

Greg started Fisher Sails before it was bought out by North Sails.

Go to the movies!
The Dove
is on page 4 inside.



Shout Out to Launch Day Workers

Thanks to the following for helping out on Launch Day work crew: Don Fecher, Pete Peters, Brett Hart, Charlie DeArmon, Jerry Callahan, and Kevin DeArmon.

Rose Schultz, Vice Commodore and social chair, organized a tasty and satisfying

luncheon for those who gathered for Park Manager Mark Lockhart's talk. She was aided by Helen Smith, Joann Callahan, and perhaps others.

Megan DeArmon showed up on crutches. Yes, broken ankle. A metal plate and two screws. Skateboard. 'Nuff said.



Jerry Callahan, below left, and Mark Lockhart talk it over afterwards. At left, Charley compares his new Davis Sparfly Windex Wind Indicator (\$29.95 Jamestown Distributors) to Yours Truly's threaded 1/8 in. rod with streamer thingy tied to top (\$0.29 Ace Hardware)



HSA Spring Social Goes As Planned (Mostly)

The club kicked off season 59 with its annual spring social/ice cream/work party as expected, prepping the way for the new season of teaching, racing, and socializing for Hueston Sailing.

The Harbormaster crew put the finishing touches on the rescue launch as well as raising a couple of masts. Pete Peters took charge of that troublesome trailer hitch by loping off its head and replacing it with the newer and safer clip clamp.

While Don Fecher was out on the water serving as race chair for Miami's regatta, the rest of the crowd was eating ice cream and listening to Park Manager Mark Lockhart's annual State of the Park.

The affable Lockhart brought everyone up to date on what had taken place over the winter. The fact that

there was not a problem with ice as in the previous winter was a great bonus as that winter of 2013-14 wreaked some havoc on the dock pilings. Here's a brief rundown of what he had to say:

- there are 93 plus restroom stalls in the park (who knew)
- the park's camp store is the highest grossing in Ohio
- the dredge is in year three of its five year stay and will continue to work on the lake bottom and channels in the north end of the lake.
- algae warnings were few and far between last summer but discovered that what little algae bloom there was is due to the remarkable clarity of the lake water. That clarity

(Continued next page, first column)

led to more sunlight getting through to the lake bottom where an abundance of nutrients (read "fish poop") brought on the algae growth. Mark emphasized that there were only a couple of warnings last year but the water remains in very good condition, mostly due to the improved practices of farms upstream from the lake.

-work on the dam tower should be completed by December. Work progressing there smoothly.

-new lock on men's restroom by the launch ramps. (Yes!)(No more sentries posted at door)

-torn dock bumpers on the immediate to do list

-Beach restrooms now in a trailer acquired indirectly from Put-in-Bay State Park. With showers!

-new rental pontoon boat (jumbo) put into service late last year and ready to go this season

-no problems reported with unlimited horsepower rule change; trial period continues

-new vendor at beach so we may see changes there as far as menu and other rental offerings

-discussion about other possible improvements included the possibility of a dock at the beach's north end for facilitating beach/sailing activity

-for other changes, see Mark's frontal lobe

Let's Go to the Movies!

The Dove

Ok, I haven't seen this film but I want to. Why? I remember reading the book (*Dove*) when I was young and consider it somewhat of an inspiration for my own sailing ambitions. The film was produced by Gregory Peck and stars Joseph Bottoms and Deborah Raffin.

It is based on the real life experience of Robin Lee Graham, who at 16, decided to sail around the world. He and his 23 ft. sloop *Dove* leave Southern California and find hardship, but ultimately triumph. By the time he returns he has grown up, gotten married, and decided after five years at sea to settle in Montana.

One magazine said it was, "... an odyssey which provides nautical chills and thrills as well as breathtaking scenics aplenty... pic takes off when he meets the girl played with gauche hesitation at first, but then with beauty and considerable charm by Raffin. Their yes-no-yes-no-yes affair is nicely handled."

The film was criticized as too wholesome but it did win a Golden Globe for Best Original Song "Sail the Summer Winds" and is available by streaming on Netflix, something I can't do. (Hey, watch it for me, will you?)

Graham sailed into the Pacific the same year that Yours Truly did the same in the Navy. I wonder now if our paths crossed. I would rather have been on his boat than mine.

Sail Shape and Sail Controls

In the last issue we began a look at sail shape and controls for adjusting sail shape.

It can get quite complicated since there are so many ways to adjust shape and so many different controls. So let's follow the KISS and keep it simple sailors.

First, it has to be said that there are more important considerations than sail controls when sailing upwind. Most of us have heard the old adage "keep your head out of the boat". So your first concern is finding the wind on the water and keeping your boat in or at least headed for areas of stronger pressure.

The other part of that adage is about knowing where you are in relation to other boats; whose wind shadow affects you, who will tactically affect you, who is on the favored tack, etc.

After that, you can turn your attention to modifying sail controls to adjust sail shape. This presumes that you have set these controls before the race began based on wind conditions then. Once you are into the windward leg, you might want to make changes, though.

If it is blowing hard, you will have to multi-task quickly or do as many do: focus on staying upright and being fast and leave them alone.

By far the bigger concerns upwind will be mainsheet tension and steering. Small changes in steering will help you compensate for changes in the

wind direction, which, on our lake, are constant and somewhat unpredictable.

Boats like the Y and the Sunfish and many others as well sail best when sailed flat upwind. When a boat's crew can no longer keep the boat flat, the sails should be flattened to reduce power. At the moment the crew weight can keep the boat flat again, the sails are adjusted properly. If the wind strength changes, use the sail controls to reshape the sails.

The flatter the sail and tighter the leech, the closer the boat will sail or point toward the wind. If the leech is so tight that the top batten curls to windward, the sail will stall and slow down. But if you want to point, flatten. If you want more speed, make the sail fuller by loosening the tension on the leech.

The outhaul on the end of the boom will do that as will the tension on the mainsheet. There are other adjustments that can change the leech tension but we'll leave that to KISS.

Waves, which we don't get a lot of, require more power. More power is achieved with a fuller sail, that is, one that is less flat. So loosen the outhaul or bend the mast less, or move the jib leads forward, or put less Cunningham or downhaul on, or loosen the halyards. Or some combo of these changes.

Yes, that's a lot, so pray that once you set these controls before the race that you don't have to mess too much with them. (Continued next issue)