

Acton *Action*

Defending Memorial Day Series a Re - 'Pete' for Peters and Schultz

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HSA Calendar

- May 31 4th Spring Series racing; all fleets; Jim Mossman, Don Fecher, Scott Johnston, Jim Cooper on committee.
- June 6-7 Learn to Sail's sailing school; full roster; Pete Peters LTS chair
- June 14 5th Spring Series racing; all fleets; Pete Peters, Joe Fulford, Dave Munday, Brett Hart on committee
- June 21 Noodle Races Return! All fleets; team racing with cookout to follow

Memorial Day Series Cut Short by Weather (Report)

After a great day of racing on Sunday, contenders for the Memorial Day Series fleet crowns gathered on Monday for what they hoped would be another day of closely contested races. But with the tree tops awash in wind and the forecast calling for gusts in the 20-25 range, the competition was called off.

The leaders after day one then became the champions. And, as it turned out, all three winners were also the defenders. How did the rest of the day turn out? Who were those defenders? See more on page 2.



Kayaker Checks Out Buoy, Then, Oops!

After paddling around the lake for a while and then playing a bit with the MU



Bucherts, Peters, Brewster Repeat As Champs Memorial Series' Gangbuster Start Ends with a Whimper

On Sunday with more than 20 competitors on the lake, the competition got heated. Reigning Memorial Series champ Jerry Brewster had to hold off determined challengers Kevin DeArmon and Brendan Draper in Sunfish.

Y-Flyer kingpin Roger Henthorn once again saw upstart Pete Peters and his sail control virtuoso Rose Schultz claim the title by four times the margin of the 2014 Peters/Schultz 1/4 point win.

In Hobies, it was the speed merchant Joe Buchert and wife

Kelly once again besting the field in the catamaran dust up.

For Brewster, it was a double bullet victory, as it was for the Bucherts. But in Y's it was a much closer match that Monday's racing was supposed to unravel.

Peters won the first race in which the top three boats all finished a three lap race only ten seconds apart. The second race was similarly competitive. After four laps and nearly an hour of racing, less than a minute separated the top three Y-Flyers.

By finishing Peters/Schultz first in race one and by claiming a strong second in race 2 narrowly, the duo entered Monday a point ahead. Henthorn/Bode, by finishing third in the first race, were left with only the hope that Monday's racing would give them another shot.

It was not to be. The forecast called for thunderstorms and winds in the 15-25 range. And with the trees bending in the noon time wind, it wasn't long before most decided it wasn't worth it,

"There was even a wake while it was idling."

despite moderate wind readings at the dock.

Those who stayed longer on Monday found out that the forecast was overstating it. The wind actually lightened some and never reached the predicted Beaufort Force 5.

By 3:00 the sun was shining and the nearly empty lake looked like a racing sailor's wet

dream, literally.

The only activity on the water, besides the usual few fishing boats, was a 20 ft. Sea Ray cabin powerboat with a tube being pulled behind, flying around in the very race area HSA might have occupied that afternoon.

There was also a quick response from the park rangers, so the tubers only had a few moments



of fun before being accosted by Hueston Woods finest. An anonymous source told us that the no wake violation was the only ticket issued but that there were several violations observed on the boat.



Sunday's HSA potluck dinner that followed racing was well attended, a baby raccoon among them.

Memorial Day Potluck Reveals Surprise.

It wasn't unusual to see the Lockhart family in attendance at an HSA function. The park manager's family have been members since they arrived just a few years ago in Oxford, and all three of the Lockhart girls have attended junior sailing camp.

No one was prepared, however, for Mark Lockhart's announcement that as of June 2, he would be leaving his position as park manager at Hueston Woods to take up a new job with Five Rivers Metro Park in Dayton.

Lockhart, an articulate and engaging defender of Hueston Woods and the natural world in general, was instrumental in many new developments at the

park, including the construction of our own HSA storage shed, as well as the Miami University Sailing Club's storage shed and a building for the concession stand.

Lockhart's new job will see him take charge of Metro Parks areas on the northeast side of Dayton. It is the Metro Parks gain and Hueston Woods' loss. Sailing

has seldom had a better friend than Mark Lockhart.

After several years of false starts, HSA finally got approval of the plans for a storage shed. It was Lockhart's arrival that made the difference. According to member Pete Peter (continued next page)

Juniors have ball time outside the potluck. Yes, that's Megan kicking with her foot still in a "boot".



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"Mark liked what he saw (shed plans) and gave permission to HSA to build. Mark also placed an order for the same size structure for the concession stand."

In 2014 Miami University's Sailing Club got approval from Mark to build a shed similar to HSA's. Another structure for a birding group near the dam was also approved but never built due to funding issues.

For those who are new to the club, the facility that preceded the storage shed allows you to understand how grateful HSA is. The previous storage space was an underground concrete structure near the water. Damp, dark, and decidedly ancient, it was a pump house

that served as HSA's only storage facility for decades.

The pump house is gone, bulldozed along with the mound that covered it. Looking back, it is a wonder that we lived that way for so long.

Lockhart came to his park manager position about four years ago and in that short tenure has accomplished a great deal - the work on the dam, the new restroom near the launch area and the shelter by the marina most notably.

Sunfish

- Jerry Brewster 1 1 1.5
- Kevin DeArmon 4 2 6
- Megan DeArmon 3 3 6
- Brendan Draper 2 4 6
- Cosette Gunter 5 DNF 10

Memorial Day Race Results

Hobies

- 1. Joe and Kelly Buchert
- 2. Charlie Buchert
- 3. Don Fecher
- 4. Dave Munday

Y-Flyers

- 1. Pete Peters and Rose Schultz 1 2 2.75
- 2. Roger Henthorn and Bobbie Bode 3 1 3.75
- 3. Mike Stratton and Kofi 2 3 5
- 4. Charlie DeArmon and Zoe Lutz 4 4 8
- 5. Jim Paul and Connie Bulach DNF 5 10

Live and Learn: Three Rules (and Tales from the Race Course on Going Fast and Staying Outta Trouble)

OK, you really need to write some of this down somewhere, like on the deck of your boat. That way, you won't forget.

Because we are human, we forget. We know better, but we forget and need reminding. It is easy to overcomplicate racing, and it can be complicated but only if we want it to be.

So here they are: three simple rules to going faster that I

keep forgetting.

Rule 1: sail in more wind.

You aren't going to sail in more wind if you don't know where it is. Last Sunday, I found myself losing ground up wind simply because I forgot that basic rule.

A few years ago, former Sunfish guru Peter Buckley told me to buy a pair of polarized sunglasses. They really help you see the distinction between puffs and lulls on the water. Because I have

trouble keeping track of sunglasses, I often end up on the water with only the cheap pair I bought at the Camden IGA for four bucks on the way to the lake. Be prepared, yes. Bring your gear.

But more importantly, get your head out of your boat and look for the pressure, the wind on the water and head for it. Another piece of that has to do with sailing in clear air. (cont. next page)



New Gear Storage Boxes Proposed by Harbormaster Fecher

They have lasted a long time, those wooden boxes on the committee boat, and they hold a lot: anchor, throw ring, race cards. Wait, not the race cards. The, uh, course buoy indicator number thingees.



Over the years, the boxes have needed covering with homemade covers fashioned out of old sails (courtesy of Joann Callahan) to prevent the wood and paint from deteriorating too quickly. The old boxes, if these are purchased, might be used in the storage shed.

If you like the new boxes and are in favor of making the purchase, say "aye". Or if you are just vehemently opposed to losing the old school wooden classics, just let out a long, low moan. Which the wind will probably carry away.

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If you are where you need to be, the next question is "Am I sailing in the most wind available?" Having an open lane with no other boats disturbing your air gives you a great advantage.

Stay out of other's dirty air even if it means tacking away for a while to clear it. Sure, there are sometimes when you need to just suffer through it because there is a shift coming, but sailing in disturbed air is slow.

Rule 2: Sail to the mark.

There is usually always a favored tack. One is the lifted tack, the other is the headed tack. It doesn't matter if you are going fast. If you are on the wrong tack, you are going to lose ground.

And it isn't always easy to tell. Last Sunday in race one, I always felt as if I was on the wrong tack. If you want to get to the mark first, you'd better be sailing toward it and not away.

If you are covering someone and on the headed tack, don't make the mistake of covering too closely until the other boat is actually close. You will gain more by being on the right tack than you will by covering from a distance. The trailing boat could be sailing in a different (read "lifting") breeze while you are sailing in a header.

An alarm should go off in your head and it should get louder the longer you stay on the headed tack. Sail toward the mark.

Rule 3: Keep it simple.

Laura Beebe's comment last week is an apt one. Avoid crowds, don't tack or jibe too much, and avoid

drama. You can get caught up in situations where you might win the battle and lose the war.

Laura's comment was directed at her overthinking her tactical position. Sometimes that will lead to more maneuvering when you should be focused on getting around the course in less time.

Case in point. Last Sunday on a downwind leg, I was focused on catching the two boats in front of me. Suddenly, there is a Hobie 16 coming up from behind me and to leeward. Instead of immediately responding to the situation by letting a competitor from another class get by me so I could go on with my race, I decided to assert my rights as the boat being overtaken.

The ensuing battle was not only lost but it cost time and distance between me and the boats I was really in competition with, not to mention that I was misinterpreting the rules to begin with and actually had no rights in relation to the Hobie.

Not only did I lose the skirmish, I missed an opportunity to give the Hobie skipper a reason to return the favor in some future race.

There was another incident in race one where good judgment was sacrificed to the god of good starts. Be aggressive at the line. Get a good start, but don't put yourself in a position where you are more likely to foul than get off the line fast. More on that in the next AA.

Anatomy of a No Wake Bust

(Acton Action undercover reporter Sven Gali gave us this account of Monday's powerboat encounter with local law enforcement.)

"We were just chatting when this huge boat pulled up at the ramp. We wondered about its intention since we saw a huge tube in the back of the boat. Sure enough, once past the marina, it opened up and flew out to the middle of the lake. Within about twenty minutes we saw a ranger boat flying out to meet them. They had been there about half hour tubing. They had to be wondering why no one else was there doing the same thing. Sources say the marina concession stand alerted authorities after an anonymous tip."

Above, the Sea Ray, with two small children riding on the bow, opens it up for tubing. At right, park rangers open it up also, with lights flashing. Below, the fun is quickly over for the boaters as they get an official escort back to the ramps.

THIS AND THAT

Highest gust Sunday? 19.3

Lowest? 3.5 Nice range

Quote of the Week: "Next Sunday, I will forget the race course and just keep sailing around the committee boat until someone takes my picture." Jerry Brewster (Ok, quoted out of context) (But still ...)