

Acton Action

"You can cut all the flowers but
you can't keep spring from
coming." Pablo Neruda



Hueston Sailing Association

"E hoa ma, ina te ora o te tangata."

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The headline above may look like one long typo, but it isn't. It is Maori for "the essence of living, my friend." The Polynesians sailed and explored all the south Pacific islands a thousand years before Columbus. They are our sailing spiritual forebears. They sailed for the pure pleasure of discovery.

If you poked your head out the door recently, you discovered that the Reds are playing games in the desert, the trees in your yard are sprouting buds, and your cats are hunting birds. And every time I open the barn door, the sparrows' nest drops on my head. What further proof does anyone need that Spring is here?

If you are like me, you know that all these signs point to one thing: the possibility of a snow storm before the month is out. Yes, March, for it is not April or May but a month in which we can bathe in 76 degree weather one day, and then shovel two inches of stuff off our sidewalks the next.

Let's be cautiously optimistic that you can actually start thinking about preparing for the return of warmth and short sleeves. Now, don't get the boat out yet 'cause it will just jinx everything. However, there are some things you might do just to build anticipation and get you out of the long waiting room of life. In this issue, we try to get you ready in issues to come without actually attaching the trailer to the hitch.

Saving Sailing

In this issue we continue our visit with Nicholas Hayes' book *Saving Sailing*. In our last issue, we noted the decline in participation that has been going on for some time and introduced one of the book's important themes: time choices vs. time charters. We start there on page 3.





What's In Store for 2016?

New Calendar Is Up on Web; Membership Drive Underway

Your 2016 Executive Committee has been hard at work over the past few months getting ready for the 2016 season, our 60th at Hueston Woods.

One change from 2015 is the Learn to Sail classes have been expanded to include participants in the Holiday Series that follow each school. The two schools, now called "*Introduction to Sailing*" will be on the weekends before Memorial Day and the July 4th Series so that participants in the class can return to the lake and join

in the racing and social life of the club.

Execs have also purchased a replacement for Rescue One for a song and will use this boat while HSA searches for a bigger, more accommodating model over the next few years. The old Rescue One had a weak transom and needed retirement.

The club is also actively pursuing the purchase of one or two training boats for use in the *Introduction to Sailing School* as well as

for certification and member use. The boats sought will accommodate 3-4 people including the instructor and be easy and safe to handle. HSA currently uses members' boats and club Sunfish for training.

The club is also exploring ways to celebrate our 60th year of existence. New HSA shirts with various logos have been looked at with the goal of having the shirts available soon after the beginning of the new season in May.

The starting line for the 2014 Sunfish World Championships.

A typical starting line at world and national events has 70-90 boats.



New Challenger awards are also being explored. These have been traditionally awarded to racers who participated in either the spring or fall or holiday series as recognition for their involvement in the racing program.

Got ideas about what you would like to see happen in 2016? Send us your ideas, comments,

suggestions and we will forward them to the committee.

The season opens with the launch of boats on April 16. The first racing begins on Sunday, April 24, weather permitting. Of course it

is 76 degrees outside as we write these words.

he club will provide race committee for Miami's annual regatta on April 2-3, so the committee boat will likely be in the water soon.

Saving Sailing: The Story of Choices, Families, Time Commitments, and How We Can Create a Better Future

"Thanks in large part to Nicholas Hayes and the movement he began, sailboat racing is on the upswing in hotspots around North America, and while the new face of sailing might not look quite like it did 20 years ago, that ain't necessarily a bad thing at all."
Sailing Anarchy website



In part one we brought up Hayes' idea of time choices vs. time charters. A time choice is "a slice of time that we take into our own hands." A time charter, on the other hand, is something that is "made for us by others". "Charters," he says, "are a way of describing a thing that we consume, subscribe to, and are entertained by." Time charters (like amusement parks, movies, TV, zip line rides, tours, etc) aren't bad inherently, they are just not ours. We don't own our charters, so unmet expectations are someone else's fault.

In Chapter 12 of *Saving Sailing* called "Five Factors Influencing Free Time Choices, Hayes expands on this idea. The first factor has to do with Real Available Time.

"If you ask people interested in sailing what prevents them from trying it or from sailing more, only 10% name an insurmountable financial, emotional or skill barrier. About 55% say, instead, that they do not have enough time."

Yet, Hayes continues,

Americans spend more time doing things that are optional than any culture in history.

In fact, Hayes tells us, Americans have on average about 38 hours a week to use as we wish., including weekends. But we are sloppy with our time choices. We might call them "time sucks" in that when we choose to do nothing or to simply take the easy choice for leisure, it ends up being TV or some other charter that sucks the time out of our lives. Moreover, we are likely doing it alone.

The second factor is groups. Asked what prevents them from sailing, parents would say it is because the family can't achieve consensus. That means that others in the family introduce other choices that may seem easier or more important to select.

Parents decide based on whether or not everyone can do the activity together. "It depends," Hayes says, "on whether somebody else's pastime choice is calling more loudly."

If sailing isn't something

that you do together as a family, then it likely succumbs in favor, often, of activities where the family isn't together or rather where the parents are transporting or cheerleading their children to some other activity. Which may often be a charter.

The third factor is



Attractiveness. Another term for this is "avidity". This means that the participant likes to do it enough to choose it over another. There are the time fillers or time sucks like watching TV alone. Beyond that there are hobbies that only have a few requirements like computer solitaire or running a marathon.

Then there are activities that require more than one person. More people mean that more

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disciplines must be conquered, but, Hayes says, "when there are too many, social value suffers.

The third level of hobby or activity represents the commitment of time required to do something well. "Fewer skills, fewer (or too many) people and less time tends to result in less social value... on the other hand, more skills, a small group of people, and more time required tends to result in higher social value."

Hayes names these activities "Life Pastimes" because they bring "deeper, richer, socially meaningful" experiences. On a continuum from easy to hard: time fillers, hobbies, solitary or group activities, and then Life Pastimes.

The fourth factor is what he calls Saturation. If you have children, you are familiar with this factor. Today's kids are prompted to do everything with parents acting as drivers or coaches or cheerleaders. Or just send them off to do it on their own. Hayes says that "many

American kids have a full calendar of extracurricular activities until they have either had enough, are distracted, or have been cut from most or all of them in high school."

This happens in sailing also. Although 3% of all kids are in sailing programs, only 15% of them continue in college. Then, according to Hayes, almost all of them quit and never return.

"Young adult sailors that leave say that they feel a strong preference toward things that are either more entertaining (90%) or more meaningful (10%)," Hayes offers.

This is because a sailing program is something that the child does and a parent may only watch, leaving little chance that the sport becomes a Life Pastime for the child. "Said another way: sailing as a time filler or hobby is disposable."

This factor argues strongly for sailing programs to be family oriented and avoid becoming the parent quoted by Hayes: "Every

time I drop him off at a class, I think, 'He's only going to live in our house for four more years. Why am I constantly driving him places and then leaving him?'"

The fifth factor is Programs. Hayes suggests that the environment in which a Life Pastime can germinate and grow has been altered. What's missing? Well, the growth has been in things like skateboarding and yoga classes, things done alone.

The decline has been in hiking, backpacking, fishing, sailing and hunting, "...complex activities that require someone closely involved to lead and teach are the ones at real risk."

Mentoring, the leader-teacher, is the key to Life Pastimes. That is what's missing. Life Pastimes are a more difficult choice because they are complex. Hence the need to link it to family, close friends and culture. The emotional tug must be there from people who intend to be there with you.

HSA's Sailing School Arrives in May This Year

It is time to tell your friends and family that you are going to teach them to sail this year. Don't want to take on that task? OK, you get them to the lake, we'll do the rest for you.

This year's sailing school, formerly Learn to Sail, is now officially known as Introduction to Sailing. It arrives on May 21 and 22, just before the Memorial Day Weekend.

Participants this year will spend two afternoons on the water

with an instructor in his or her boat. Then the class will be invited back for the Holiday Series where skippers are making room for them in their boats for the Memorial Day Weekend racing.

Participants will also be invited to the potluck that closes racing on Sunday evening.

Rates for the class have changed. This year individual cost is \$75 with spouses added for \$50. Children can also be added for \$25 each. A family of four could all learn to

sail for less than \$200.

The second sailing school will be on June 25-26 just before the July 4th Holiday Series that follows. Participants will be awarded their "I Survived HSA's Sailing School" buttons and completion of course certificate at the potluck dinner.

Check at work, check at church, and look under the dining room table. Find someone to bring to the lake to learn the love of sail.



Sailing Is Cheap Fun?

Sailing is cheap fun, comparatively. Here is the money spent per hour by participants between sports: Skiing, \$111 per hour; Golf, \$37 per hour; hunting \$25 per hour; and sailing, \$14 per hour.

That means that annually golfers spend about \$3000, skiers spend closer to \$3500, and hunters spend about \$3200 if you figure in the number of times per year these people get out and do their sport on average.

Sailors, and there are about 3.6 million of us, spend about \$1667 a year. Middle and upper class sailboat owners, mostly baby boomers, represent 40% of all sailors and do 35% of all the sailing and 54% of the money spent on sailing. But that includes yacht and super yacht owners rather than dinghy sailors like those in our club, where the average spent is undoubtedly much lower.

Our own estimate of expenses (assuming you have already bought a boat for about \$500 to \$3000, the likely cost of used Sunfish, Y's and Hobies) might be figured in gas to the lake, registration and licensing, equipment repair, and tickets for speeding to the lake. For me that is roughly \$500 per year. What is your cost estimate? Let us know. (Source: Sailing Magazine Jan. 2016)

The Ideal Teaching and Sharing Boat

When it comes to teaching sailing, you might wonder if there is an ideal boat for newcomers to the sport. Most will say the ideal boat hasn't been invented yet, but we have an idea about what that boat might look like.

Since sailboats often come into contact with hard objects like docks made of concrete or wood, a prime prerequisite should be durability. They are going to be bumped, hit, and scraped. Fiberglass is easy to repair but a rub rail is really important. No wood, please.

A boat that is 15-22 feet long is also a good idea since it will need to accommodate anywhere from 3-5 people. But it has more to do with cockpit size than overall length. A 15 foot boat with a large open cockpit along with durability is very attractive. And less expensive. Clear places to sit with a backrest and the crew having specific duties in each station are also important.

A good training boat is also one that is forgiving, adaptive, and fast. When it is light air, it can still move well. When it is breezy, it will de-power and accelerate.

Self righting and self bailing are good features as well for safety reasons. Those new to the sport need to know that sailing fast is fun and not dangerous. Look for something beamy and flat with a high freeboard and something to hold onto as well as water bottle holders and other storage places.

Let's take that storage area thing a step further. Modern must haves might include a lockable watertight compartment to protect

everyone's gear and electronics, if you would even let that stuff aboard. How important is it to boot up Pandora and be connected to blue tooth speakers?

A dedicated halyard for a masthead video camera?

OK, that may be too much. Currently, we advise Learn to Sail people to leave all electronics behind, but we have all seen people on the water with music, portable TV's, and cell phones. In a training boat? Not a good idea, but today's wired society may witness an increase in boats being digitally enhanced. Being on the water often means being free of being connected. At HSA our training boats are all boats that come without any such enhancements.

The club's Flying Scot may be the only boat we have that comes close to being the ideal training boat. It's biggest drawback is that, after training, newcomers to the sport will likely not feel comfortable with so large a boat until they have more experience. Nor would HSA.

A good alternative, one that promises ease of use and lack of worry on the part of users and the club, is something like a Precision 14 or 16 or a Capri 14.2. These boats boast roomy cockpits that can accommodate a husband & wife team or even a child or two along.

The ideal training boat should be the same boat that newcomers learn on and then proceed to use after that initial training. Familiarity breeds confidence.

(Source: Spinsheet Magazine)

HSA Celebrates 60 Years: What Have We Seen Over the Decades?

In 2006, we witnessed the appearance of an Amphicar, pictured at left, as it drove out of the water. The Amphicar is a descendant of the Schwimmwagen by Volkswagen. It has two propellers under the rear bumper and a four cylinder engine. We all stood gaping at it as it entered the lake, cruised around for a while and then returned. According to Roger Henthorn, he asked the driver to stop and allow pictures which was just long enough for the park rangers to show up and question the owners for apparently violating the horsepower limit.

However, the carboat was rated 10 hp at the propellers, had lifejackets and OH numbers. All perfectly legal. HSA needs one of these for Beach Day.



At right are the proud recipients of some oddball trophies at the 2001 OktoberFast Regatta. From left, champ (of course) Bill Molleran, 2nd Yours Truly, 3rd Roger Henthorn, 4th Pete Peters, and 5th Steve Gardt from Wawasee Yacht Club in Indiana. I still have mine. Anyone else?

In the photo below, date unknown, four sailors check out something in the cockpit. Recognize anyone from the derrieres? From the socks, I'm guessing one is Pete Peters. At lower right, Jerry Callahan is on the left and Pete on the right at a boat show circa 1980. Guy in the middle? Dunno. Let us know if you do.

