



Opening Day Action

At right, Samantha Marks and Megan DeArmon; below, Joe and Kelly in a moment; below right, Y-2592 takes Darth Vader up.



What's Inside?

HSA Opening Day wind was an unfaithful partner as leads turned to mush and some egos were crushed. Page 2

Saving Sailing series is on its second to last installment. In this issue it is all about the role of parents. Pages 3-4

Got committee duty coming up? On page 5 we tell you how to help right a capsize.

HSA's 60th anniversary retrospective continues on page 6 with photos from 1971 to 2004.

+ Best Predictor of Success?

Grit: sticking with things over the very long term until you master them. Angela Duckworth's research on achievement suggests that "grit" is as essential as intelligence. The 'grittiest' people experience more success in life.

HSA's Year Begins in Flurry (not snow)

This Sunday will already see week end three in the Spring Series. We are also hightailing it toward our first sailing school on May 21-22, hurtling toward the first holiday series at the end of May with Memorial Day fun, hotfooting it toward the arrival of real summer with the first Sunfish regatta on June 5, and barreling toward a Learn to Race day on Saturday, June 4. What are you streaking toward?

Work Party Mania

Two work parties have already taken place and one more comes up on Saturday May 14th at the lake as a crew readies the Sunfish and Flying Scot for duty. If you would like to help out on May 14th, we could use you. The party begins at 10 a.m. that day. Bring lunch. Bring your elbows and have them well greased.

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As Code Flag P - the preparatory flag for racing - flies in the foreground, the area around the committee boat is alive with activity. Cats, kayaks, rescue boat, Y's and 'Fish are everywhere on racing's first Sunday.

HSA Racing Season Opens with Fair Weather and Funny Wind

The start of the 60th season of sailing at Hueston Woods came off without a hitch on April 24. That is if you call wind speeds of 0-15 mph "without a hitch". Racers found themselves drifting on one leg of the course only to find their boats on their ears on the next.

Runaway starts and wide leads were unbankable. Both occurred in each race; both were overcome. In Y-Flyers, 2592 got off to

an apparently insurmountable lead thanks to a clean start in race 2 and a breeze others missed. By the middle of the second leg, everyone had caught up.

Pete Peters was running away late in race 2 and on his way to victory with crew Rose Schultz in what appeared to be a horizon job, only to be caught from behind and run over by a hard charging Roger Henthorn, who caught the shaft of

downwind air that propelled him and the Bode to an unexpected second win on the day after a rough start in that same race.

Charlie DeArmon, sailing with newcomer Isaiah Rovito, and Yours Truly, sailing with Brett Hart, enjoyed intermittent success but ended up fighting it out for Thurd Place as the Petes and the Rogers took over.

"Change is hard at first, messy in the middle, and gorgeous at the end."

Robin Sharma

Hot Pursuit Personified

Just after the start of race 2 on Opening Day, our photographer captured this moment. The boat behind would eventually bear down and overtake the two in front. Chagrin personified.





Above left is the mast and sail maze that is the starting line - this one on Opening Sunday; above right, Pete Peters reacts quickly to a sudden header as a gust hits him and Rose Schultz. All part of First Weekend's wildly unpredictable day on the water.

Interested in reading Nicholas Hayes' book? You can order it online easily or download a version for your e-reader, iPad. Nook, Kindle, or from Amazon.

**Here is the place to go with a link to each of those sources:
<https://savingsailing.com/>**

Or you can ask us for a copy. We have one or two on hand.

Saving Sailing Series: Becoming Mentoring Parents Sailing as Counterculture

(Editor's Note: This is the next to last installment of our highlighting of Nicholas Hayes' important book, Saving Sailing. In this penultimate part we look at the benefits of a shared community. As in previous issues, we are quoting directly from Hayes' book and summarizing some of his central points.)

"Sailors by their nature are a tiny counterculture. They, like other countercultures, protect an ideological premise, such as the idea that a small boat sailed by a small group has social value. Countercultures can either be the

inspiration for popular culture or, as we have witnessed, the nostalgic curators of one that is approaching extinction...

"If sailors hope that sailing will survive and grow, they won't try to convince others that it is easy. They will rightly call sailing what it is: difficult, time-consuming, evolving, sometimes risky and always worth it...

The Three Rules of

(continued next page)

Survival and Growth

Rule #1: Never downplay how big it is. We can't let the charter define our culture.

Rule #2 Share the Grand Benefits of Sailing: Friendship, Experience and Freedom.

Rule #3 Reach to the Outer Circle. First, when sailing is rightly seen as a real intellectual and physical challenge, worthy of someone's hard effort, their large commitment of time, their athleticism and intellectualism and their teamwork, then it finds its way into our social discussion.

"Chartering and authenticity are like oil and water. Stir all you want, but in the end they can't mingle..."

"Mentoring is teaching infused with leadership. Mentoring may center on a principal skill or a capability like sailing, but its mastery isn't exclusive to the skill or the technique, but to the broader understanding of what makes the skill or technique valuable and relevant..."

"Sailing clubs and schools that will survive and grow are those that embrace the Minikani model. They will look past any one season

and any one type of boat. They will shed the kids only model and the limits of a curriculum centered on rote skills or meaningless competitions..."

Becoming Mentoring Parents

When American parents assume the roles of taxi-driver and cheerleader, they also effectively take themselves out of the mentoring game and hope for the best. They are choosing to let the time pass...

"We tend to do things for our kids and we almost never do things with them. The things that we do choose are those that we think will be safest..."

"To determine a given family's strength and sustainability on the same dimensions as we measure Camp Minikani's we would choose similar measures:

Do social and cultural themes span the generations?

Are the kids inspired and motivated by these themes to explore and learn?

Does the family make hard choices in order for the individuals to grow but remain emotionally linked through shared experiences?

Do the parents grow too? Is the Lifeline unbroken?

When you see a family that fits these descriptions - and they are rare - you are also seeing one that has broken with most current American social norms:

+"When parents assume the roles of taxi-driver and cheerleader, they also effectively take themselves out of the mentoring game and hope for the best. They are choosing to let time pass."

- Instead of trying all things, these families choose a few activities and weave them into their lives.

- Instead of buying charters, these families make difficult time choices and honor shared time most of all.

- Parents invest in their own skills to be able to transfer skills, often concurrently.

- Parents do things with the child, not just for the child...

"These are the brief but critical years when lessons of work, play, and the consequences of time choices will be etched forever."

Rescue Boat 101: Helping a Capsize Get Right(ed)

Adapted from the US SAILING Powerboat Course, Intercollegiate Sailing manual and the Interscholastic Sailing manual. Dave Rosekrans April 21, 2007

1. Safety of the sailors comes first. Approach slowly and establish voice contact. Ask whether all sailors are OK. Check for signs of injury, fatigue or hypothermia. Rescue anyone in need of assistance.
2. Talk with the sailors about what you are going to do.
3. Ask the crew to un-cleat the main and jib sheets and release the boom vang.
4. Ask the sailors to let go of the rudder and let the boat swing nose into the wind.
5. Ask at least one sailor to stand on the centerboard and as the boat comes up, swing a leg over the side and move into the cockpit as the boat rights. For sideboard boats and some large sailboats, the sailor should position him/herself to be scooped into the boat as it comes upright. If other sailors stay in the water, they should help keep the righted boat from re-capsizing.
6. Approach the sailboat perpendicular to the mast on the forestay side to keep the powerboat away from sailors near the cockpit and to avoid running over the mainsail.
7. Make contact with the top of the mast or with the forestay near the top.
8. Lift the mast up and move hand over hand down the mast and shroud to bring the boat upright.
9. The skipper takes the tiller and keeps the boat headed into the wind.
After the other sailors are on board, in a self-rescuing boat, head off the wind slightly and bail if needed. On other boats, drop the sails and pump the water out.
10. If the boat turtles, the centerboard may slip back into the boat. Boards are heavy so be careful when the board moves as the boat is righted. Crew members should stand on the opposite gunwale and lean out using the sheet for support. When the boat has reached the mast horizontal, right as above.
11. If you are unable to right the boat the sailors should be rescued and, if advisable or necessary, returned to shore. If the sailboat must be left unattended, if possible, anchor it to keep it from drifting. Also, tie a float under the mast tip to prevent the boat from turtling. The recovery of an abandoned sailboat should not be attempted until conditions are favorable.
12. If the mast is stuck in the mud, determine its direction. Without putting any more weight on the boat than necessary, attach a line to the exposed side stay at the deck and have the safety boat carefully pull on that line at right angles to the length of the boat. The forestay should not be used as it may cause the mast to bend before it comes free. If you can, tie a line to the low side shroud, the one under water so that the pull is straighter for the mast. Even better, pass a line through the centerboard trunk and have someone tie it off inside for a pulling angle that is more from the middle of the boat.

Blasts from the Pasts

Clockwise from right, Mark Costandi rides on the back of mom Suzanne and dad Joe's tandem in front of the lodge in 1971; the Costandi family with Mark and brother Paul on the roof of car pulling a brand new 1974 O'Day Mariner; three Hobies tangle with Charlie Buchert on the right, Mark and Kathleen Costandi in the middle and an unknown crew in 80277 on the outside; Suzanne Costandi at the helm of that same Mariner in 1981; finally, three Sunfish at a regatta here circa 2004 with Roger Henthorn, Tom Katterheinich and Peter Buckley battling.

