

# Acton *Action*

"The fastest growing and most active group entering sailing is made up of active, outdoorsy adult women, who eventually bring their family and friends."

Nicholas Hayes



At right, Diane Pierok and Brianna Brewster take Diane's new Capri into the battle on the water last Sunday.

## Inside AA

- page 2 "Friends' Folly" is christened and friends get on the water in their own boat.
- page 4 Who is this kid? He is beating the crap out of us! (Mostly)
- page 6 We profile "wonder woman on the water", our very own Rose Schultz.
- page 7 Plastic pollution at a tipping point? We offer a glimmer of hope.

## Real Women Sail

She holds the current record for a single handed monohull east-to-west passage by a woman of the Atlantic Ocean - 7 days. She holds the world record for women for circumnavigating the globe non-stop which took her 94 days. In 2005 she beat the existing world record for a single-handed non-stop navigation of the world in a multihull with a rounding of 71 days, beating the previous record held by a man by a day and a half. On that trip she slept for no more than 20 minutes at a time.

In a sport still dominated at the professional level by men, things are beginning to change at the local level. So it isn't just a few outliers like now 40 year old Ellen MacArthur, the holder the records mentioned above. It is happening at sailing clubs and centers in many places.

At Hueston Woods, HSA is proud of the women who sail, race, and work hard to involve their families and friends in sailing and who take leadership roles on the water and off. In this issue we highlight some of the women in our club, some that have been here a while, some that are new. We begin on page 2 with some of our newest members, Diane Pierok and Michele Elsaesser, and their Capri 14.2 called "Friend's Folly".

### Real Women at HSA

At left is Diane. On the right is Michele. Both flirted with sailing growing up. Now that kids are mostly raised, they are turning their attention to the wide world of wind and sail again. Page 2





## Friends Find "Folly"

After sailing as youngsters and a long absence from wind and water, Diane and Michele find their way back to sailing

One is a Human Resources Manager for a senior community. That's Michele. The other is a category manager who represents grocery manufacturers at Kroger, a job that Diane describes as a "cross between data analytics and marketing."

Both began their sailing odysseys when they were children, and now that their own children are grown, they decided last summer to rekindle their love of sailboats at Michele's urging. After all, you need a friend to do this kind of stuff with sometimes.

Both enrolled in HSA's

Intro to Sailing class and became convinced that they had been missing out on something they loved doing. They then enrolled in HSA's certification class and learned how to rig and sail a Capri 14.2.

Before the new sailing season started, they owned a boat themselves. Here are Michele Elsaesser and Diane Pierok's own stories in their own words. First up, the instigator Michele:

"I began to sail when I was eight years old and my brother Joe was 2. My parents would tie my brother on the boat in those days.

They started with an O'Day Mariner 19 with a swing keel. (My dad learned to sail on Acton Lake from Harold Siem.)

"We moved from Acton Lake to Goose Creek on the Ohio River where we were on a sailboat all weekend, every weekend. The family quickly progressed to a Catalina 22, called the 'Lynn Bee' and which had a large bumble bee hand painted on the sail.

"My parents joined the Brookville Sailing Club when they put docks in there.

*"I enjoyed tipping it over and getting in the water." Michele*

I remember partying on that lake. The fact that a Mr. Schoenling was part of our sailing group contributed to the plentiful beer supply!

"Eventually my parents moved up to a Catalina 25 but we also had a small boat that I was on quite a bit in high school. I enjoyed tipping it over and getting in the water.

"My father sparked my interest in sailing. He was an excellent sailor, but they sold their boats when my brother went off to college to help pay for his education. Recent conversations with my father got me thinking I should try sailing again because I have such fond memories of those times. I called Diane last spring and asked her if she would like to take sailing lessons with me." (She said



yes.)

Diane, the data analytics gal, had a similar path as a youngster - a family that loved to be around the water, only her family was also into powerboats.

(continued next page)



## Friends Find "Folly"

(continued from previous page)

*"I think I liked the people and conversations as much as the sailing."*

Diane

"I first sailed in Charlevoix, Michigan where my family vacationed every summer. There were boats very similar to the Capri in which my father would take us out as a family. We were primarily a motor boat family and water skied as well. In Charlevoix there were about ten sailboats rigged and ready to go that were used by summer home owners. Just simply raise the sail and go. The trick in Charlevoix was tacking through a narrow and busy channel to get out to open water.

"With both my kids gone, I was looking for a hobby and Michele suggested we try the learn to sail weekend last summer. I had a great time crewing for everyone. I think I liked the people and conversation as much as the sailing.

"Michele and I talked through the winter about maybe getting a boat. I did a little research on line about common types of boats that are popular on smaller lakes. The Capri kept coming up as a great boat that met our needs.

"I mentioned that I was doing some research on sailboats

to my boyfriend, Jeff, who lives in northern Ohio, and it turns out that he has also done a lot of crewing on sailboats in that area. He kept an eye out on the various car/boat trading websites up there where there are many more sailboats available than in Cincinnati.

"I went to visit Jeff one weekend and he surprised me by lining up a visit to look at a Capri. We drove up to Erie and found a rather sad looking boat that had been sitting for a year in someone's driveway.

"The trailer and boat were in solid shape as well as the sails. I called Michele and told her I was going to buy the boat and gave her the option of partnering. Sight unseen she was a party to my madness.

"I trailered it back to Cincinnati where my dad, Dave Stoner, was an enormous help in getting the rigging up to snuff. He has an engineering background and lots of fabulous tools. He also keeps teak oil in his shop. Who knew?

"He also has sailed out in

California of Ventura quite a bit on 40+ foot sailboats and knew the right part suppliers and questions to ask. The Capri had a few missing lines and small pieces of hardware but basically it was all there."

Diane and Michele have fixed their Capri up already and have had it to the lake several times this season. In fact Diane, sailing with Brianna Brewster, even jumped into her first race on her own boat last week.

Diane has two kids, one in college and one who has graduated from the Cincinnati Conservatory of Music and is now a professional

**"I called Michele and told her I was going to buy the boat and gave her the option of partnering. Sight unseen she was a party to my madness."**

musician.

Michelle, who has been married to husband Mark for 27 years, has one daughter, Catherine, who just graduated from Cornell's Johnson School of Business and who is now headed to the Culinary Institute of America in Hyde Park, N.Y.



## Last Weekend in Spring Series Gets Wind; DeArmon at It Again!

The wind was a blowin' and that meant that upstart Kevin DeArmon, the 17 year old who has been blasting the competition lately, would jump into his dad's Y as crew to help him hold the boat down. They didn't do too badly with dad at the helm in race 1 (a respectable 3rd place) but in race 2, holy cow!

The younger DeArmon was at it again, this time taking the stick from dad on Father's Day and taking the lead from the - so far this year - unbeatable Roger Henthorn.

The brash former junior champ was leading after two laps and was approaching the leeward mark before a short jaunt upwind to the finish line. A somewhat wild jibe at that mark by the DeArmon boat gave Henthorn just enough room to squeeze inside and gain the windward guage. Henthorn rode the advantage all the way through two short tacks to the finish line where he had a slim but still decisive crossing.

In race 1, Pete Peters and Rose suffered a similar fate, losing in the last two seconds to the Henthorn/Bode boat as Henthorn's new rudder vibrated its way across the line by a narrow margin.

Newcomer Brett Hart, in only his second start at the helm of his Y-Flyer, managed the tough winds without incident and let everyone know that he intends to be competitive.

In Handicap racing, there too we are seeing an increasingly unstoppable force in the form of 34 year old Laura Beebe. Beebe took on two Capris in her races and singlehandedly handed them both a thumping. As Sunfish racing heats up in July with the Camptown Races on July 9, Beebe will be the horse to beat, of course, but also the one to bet on.

Diane Pierok, in her newly acquired Capri 14.2 sailed with young Sunfish veteran Brianna Brewster and officially broke into the ranks of racing women at Hueston Woods. Her boat went out with three crew with Brianna's older brother Isaac on board too. Isaac, an experienced hand in sailboats, had a surprise coming. Before racing began, and with Isaac hiking out hard in the high winds, the hiking strap broke and Isaac bailed out.

He lost his glasses in the mishap and a little pride but the girls apparently really wanted to do this one alone.

At left below, Kevin DeArmon is on the helm and overtaking The Roger. At right, Laura Beebe waits for the start signal in Sunday's racing.





That's Isaac Brewster posing happily just moments before his hiking strap broke. We can tell because he still has his glasses. Below, a Sunfish model Isaac made from his new 3D printer!



Above, Kevin is in the lead moments before his own misstep. A final rounding of the leeward mark went awry. He gave The Roger an opening. Roger took it.



## In the News Here and There

This weekend is the second of HSA's two sailing school group weekends. A full roster awaits instructors. Between the two schools this summer we will have introduced 20 people to sailing. Through weekday lessons, we have added 6 more plus two certifications. Add them all together, carry the 2, divide by 7 and multiply times pi and you get a probability ratio of 3.

(English major)

### Daffynitions:

**Social sailing** – Non-competitive participation that involves just going for a sail

**Cruising** – A form of social sailing where a destination to sail to is selected

**Racing** – A number of boats going round a course in a competitive structure. There are different levels of competition from more social or introductory racing, through to serious national and international regattas

At HSA we mostly do the racing part but we also sail together socially. Cruising? Well some members have 'em but the destination part is iffy. To the lodge for dinner! To the cove for anchoring/fishing/kayaking/swim ming/hanging out. We still love doing it even though its only two miles to the other end. Some of that social sailing shows up on HSA's Facebook page. Check it

out.

### Sailing Belies Gender

"Women have everything it takes-strength, quickness, smarts and creativity-to sail at any level, from boat rides to blue water, from match racing to solo around-the-world adventures, from dinghies to tall ships.

But there is a more important aspect to this trend. When women who sail also happen to be moms, as they often are or will be, sailing becomes the activity of their families too.

When a sailing mom's kids are very young, they get an inspiring early taste. They learn to be on and around boats and sailors, to wear life jackets, to touch water, and to be safe. Then, when her kids are old enough to be on a sailing team, the family becomes the team. Mom doesn't sit in the bleachers at a soccer field, she trims the kite, steers the boat or calls tactics.

So I propose that the most important person on any sailing boat is the mom. Think about it this way: When a mom sails with her kids (instead of driving them to soccer) she's doing something deemed suited only to men just a few years ago, and she is not doing the things thought to be the status quo for moms today. She's a renegade. An innovator. A leader."

Nicholas Hayes

## A Rose is a Rose is a Rose Wonder Woman on the Water



*In the photo above, that's Rose on the right serving on committee with another super star in the Y crewing world, Bobbie Bode. Below that, Rose chats with Hobie skipper Mark Costandi at last year's HSA Beach Party. Above, Pete and Rose in tandem.*

*What is it that she can't do? She can teach sailing; she can organize a potluck or a banquet; she can crew and call tactics on a Y-Flyer; she can skipper her own boat in competition; she can create amazing art works; she can bring home the bacon, fry it up in a pan and never let you forget she's not a man. Of course, we are talking our own female phenom Rose Schultz, HSA's Vice Commodore and chief event planner.*

Rose got her start in sailing with husband George back in the 1980's. The couple first thought a Hobie would be a good boat to sail. They even had a picture on their fridge of a Hobie. But after talking to Y-Flyer Jerry Callahan at a boat show, they bought a Y-Flyer and the rest is history. They formed close friendships with the couples sailing Y's at the time: Kevin and Linda See, Gerald and Linda Pryor, Chuck and Helen Smith to name a few.

When hubby George decided to hang up his hiking stick, Rose jumped to a Sunfish to continue, this time as her own skipper. After a few years of Ladies Sailing Camp and solo sailing, she got into racing it against the mostly male competition and often left them in her wake.

She has been winning and teaching juniors and the Ladies Camp participants ever since. She also crewed for Bob Schultz (no relation) in his Y before being recruited by Pete

Peters to join him in his newly acquired Y. The wily Peters knew he had scored a bit of a coup. For the past few years the Peters/Schultz team has been dominating the Y competition, winning four of the five series in 2016.

The two are often seen changing roles on the water with Rose talking the helm while Pete adjusts sail shape and flies the jib. "Pete is a great sailor and our partnership has earned a few trophies and many fun sailing afternoons," Rose tells us.

Rose is a nine time women's champion at HSA, an award she first garnered back in 1992. She has also received the Bob Darlin Sportsmanship and the Frank Peters Memorial Sportsmanship awards.

Though an art teacher by trade, she has also turned her attention to teaching sailing, volunteering or the St. Vincent DePaul Society and participating in art shows in the Dayton area from her home in Miamisburg. The Schultz's have one son, Marty, who is a pharmacist and a former junior sailing camper and active racer before going away to school.

Oh, and yes, she gets around. This past spring she was in Europe with friends on a spectacular Viking River Cruise. Wonderful Woman.



## Seabin and Ocean Array Devices Takes Plastic Pollution Seriously

It's called the V5 Seabin and it is so simple you wonder why no one has thought of it before. What does it do? It collects trash from the water - a "floating debris interception device", according to its website.

The device is the brainchild of a couple of Australian surfer dudes who quit their jobs and began to develop their invention ten years ago. Andrew Turton and Pete Ceglinski's device works much like a filter in a fish tank, sucking up debris and oil from marinas and harbors.

It consists of a bucket which is connected to a water pump. The pump creates a current that draws floating trash and oil into the mesh filter lined bucket where it can be removed very much like the skimmer box on a pool filter.

The Seabin isn't for open water but for marinas and harbors in areas where debris is driven and collected by wind and current.

Another remarkable invention is the Ocean Array, an open water ocean clean up technology that collects plastic and other trash from the trash gyres in the oceans of the world.

Conceived by a then 19 year old Dutchman named Boyan Slat, the Ocean Array is a two mile long floating boom that takes debris from the water as current drives it along and removes it for collection.

A prototype is to be deployed this year in the Great Pacific Garbage Patch where the first operational system is intended to be deployed in 2018. If all goes as planned, the Ocean Array could clean up 50% of that Garbage Patch in just five years. Removing it while it is still in large pieces will prevent it from breaking down into microplastics which are entering the food chain.

Both projects need funding help. Google either one to find ways of contributing.



## How Big Is the Plastic Pollution Problem? It's Big

The Seabin and Ocean Array projects are important steps toward cleaning up our oceans but if we don't turn off the spigot, the flow of plastic and other waste will continue. It is estimated that even if we stopped throwing away plastic today, it would take ten years for all the plastic already in the environment to work its way down creeks and rivers and into the oceans of the world.

The Great Pacific Garbage Patch is twice the size of the state of Texas and there is garbage gyre in every one of the planet's five oceans. It is estimated that 5.25 trillion tons of plastic trash are in the world's oceans and we add another 8 million a year.

Even in the U.S. it is estimated that only 5-15 percent of all plastic ends up being recycled. The rest ends up in landfills or in the environment. In other countries, particularly Southeast Asian ones, the numbers are even more horrific.

When plastic enters the environment, UV rays eventually break it down into smaller and smaller pieces. Those smaller bits are ingested by marine life and enter the food chain.

It is also estimated that 70% of the plastic that has entered the waters of the world is too far below the surface to ever be recovered.

In our next issue we'll give you the numbers and you'll hear why we seem to be at a tipping point.