

Acton *Action*

Volume 61 - Issue 16

November 2017

Sailing Season in Record Books

Sailors are in hibernation, but the looking forward begins now. How about a little Christmas shopping? We've started a list. Check out our number one choice at right and on...

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Special Awards Cap 2017 HSA Banquet

Racing awards are nice. And each year, the Rear Commodore and her elves seem to come up with something dazzling with which to reward the fastest. But the really gorgeous awards are the special ones - ones that HSA has been giving out for decades - for the people in the club who are contributing in ways that have real impact on club life both on and off the race course.

One of the most coveted is the US Sailing Sportsmanship award which was donated in 1986 to recognize the person who has done the most to improve or promote the sport of sailing on Acton Lake. The winner this year is **Charlie DeArmon** and here is an excerpt from the nominating letter.

"There are probably few people (if anyone) who has done more to contribute to the health and well being of our club in the past few years through his participation and the participation of his family.

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Sommelier and sailor Charlie DeArmon was this year's recipient of the U.S. Sailing Sportsmanship Award.



Inside

Photos of our Special Award winners - pages 3,4,5

Black Flags, Crabbling, and Tacking in the Zone Oh, My! Page 3

Christmas List Started! I need one of these! Page 2

Portable Pressure Washer for the Lake and the Boat?

I almost jumped off the couch. And because of an ad on TV? Yes. There it was. A product I didn't even know existed for a use I have long needed. A battery powered pressure washer!

Oh my, all those days when I had to clean my boat at the dock and lamented the lack of a hose. I did have a method. Wet the deck with water from the lake; squirt some Dawn detergent on the spider poop and nat guts; then haul bucket after bucket of lake water up the side to rinse. Probably how sailors cleaned boats in the 1800's.

I had already flipped out over discovering a small hand pump with a syphon hose at the hardware store. Anything that would make this task a little less shoulder socket intense, I wanted it. Now the WorkX goes right to the top of my list. It is only 320 psi and just a half gallon a minute flow but all I need is a steady source of water for a short time. The WorkX 20 volt lithium battery will last about an hour. At five times the strength of a water hose attached to a faucet, it won't power wash the dock or your driveway, but I don't need to be writing my name in the fiberglass of my boat. My Troy Bilt power washer, which I love and has never failed me, is about three gpm with about 3000 psi for comparison but that is too much power. Besides it needs a faucet and gas. The WorkX is about \$120 most places. I'm excited.



Mike, cleaning his boat with the WorkX power washer

“CONTACT YOUR DOCTOR IMMEDIATELY if while using a WorkX power washer you experience sharp or crushing chest pain; sudden shortness of breath; sudden leg pain; sudden severe headache, vomiting, dizziness, or fainting; changes in vision; numbness of an arm or leg; slurred speech; one-sided weakness; sudden unexplained weight gain; change in amount of urine produced; severe or persistent stomach pain; vomit that looks like coffee grounds; or similar symptoms. Also, that is not actually Mike washing his boat.

Want Something Bigger?



There are other options. I didn't know about these either until I started looking for the WorkX. There is a product called a Sun Joe. It is a battery powered pressure cleaner that comes with a bucket. It has about twice the power of a garden hose with a spray nozzle and a whopping 1160 psi at .79 gallons per minute.

With a WorkX you will have to bring your own bucket but you can also just stick the end of the hose down in the lake and draw the water.

The Sun Joe is for sale on Amazon and at \$250-\$300, you will be paying more than twice the price of a WorkX. Still if it's more power you want, Sun Joe may just be what you need. 40 volts. (Insert Tim the Tool Man Taylor's voice here.)

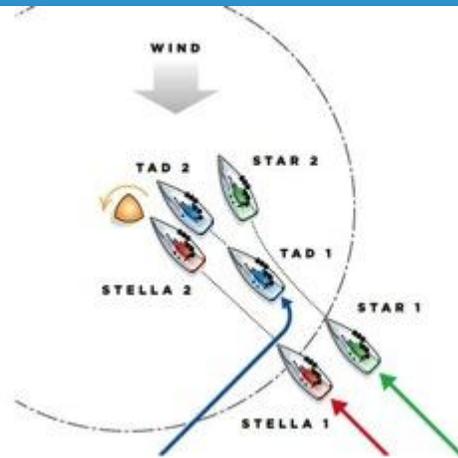
Rules, Rules, Rules! Three Changes for 2017 You Might Not Have Noticed

We aren't going to cite them by number and paragraph. That's for rule nerds. Here they are just as simply as we can put them, i.e., not in their rule book language! (Names used in this article are for illustration purposes only and any resemblance to person living or dead is purely coincidental.)

So some guy (let's call him "Jerry"), decides to approach the windward mark on port. When "Jerry" sailed into the three boat length zone on port and tacked ahead of two starboard tack boats that entered the zone on starboard, he was OK, even if he was now slower than them, which he would be after a tack. Under the old rule, if one boat went beneath him to leeward and then missed the mark and the other went above him and had to go head to wind, "Jerry" had right of way and the others had to keep clear.

Not any more. The two starboard tackers can both protest "Jerry" and "Jerry" has to do the ole 720. This particular rule violation happened a lot at the Midwinters. Yours Truly was oblivious but thankfully didn't commit this particular blunder. (I think.)

How about this one. Sunfish sailors in big fleet starts often luff on the starting line and then wait until just before the gun to get moving. More skillful sailors like to create a hole to leeward to drive into to get speed, so, if they don't have space to leeward to do that, they would create it. How? By doing something called "crabbing". Crabbing is making your boat go sideways by pushing your boom out to



Blue boat Tad ("Jerry" to us) can't do this anymore. Stella and Star can both protest.

leeward and skillfully steering so that your boat goes sideways to windward. Doing so in the past meant that you created that desirable hole to leeward and that any boats to windward of you on the line had to keep clear since they were obligated to do so under the leeward/windward rule.

Not any more. If "Roger" is in the crabbing boat and moving either backwards or sideways by backing his sail to leeward, "Roger" must give room to the boat to windward and avoid touching. (Sounds like harassment.) You can still crab and create space to leeward. You just can't force boats above you (to windward) to keep clear.

Then there are flags. This past season when we held the regional Sunfish regatta, the number of boats starting presented some challenges to the race committee. One challenge was the possibility of general recalls because too many boats might be over the line early.

Fortunately that didn't happen, but here's what you need to know in case you are seeing flags on the committee boat that aren't familiar, but you are pretty sure they are important.

So "Laura" is getting ready to start.
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Above Brett Hart listens as Rear Commodore Laura Beebe reads the letter nominating Brett for Frank Peters Memorial Sportsmanship Trophy for 2017. Below, Joe Fulford with his award - the Bob's Sportsmanship Award for distinguished service. Below right is Charlie DeArmon with his U.S. Sailing Sportsmanship Award.



At left is Kayla Draper and her special award, the HSA Junior Champion Trophy. Kayla was the youthful doyenne of A Fleet in Junior Camp this past summer and used her considerable sailing skills to dominate the fleet in boat handling, racing, rigging, and knot tying.

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"Charlie has made it a point to involve his children and his sister's children in the club's junior program. All are graduates of junior camp and have shown great interest in racing at Hueston Woods since they were old enough to take a tiller. Most recently, Kevin, Megan, and Kayla participated in a Sunfish Regional Championship, the first time any of HSA's junior skippers have ever done so. They all happen to be very good too. All are junior champions. Like their father/uncle, they make a point of bringing their friends to the lake and getting them interested in our sport as well.

"The DeArmon family owns two Y Flyers, and they are perhaps the only sailing family in the Midwest with a trailer that holds 14 Sunfish..."

Next, the Larry L. Johnson Challenger trophy was created in 1994 and is awarded to the HSA member who constantly strives to improve their sailing skills, demonstrates good sportsmanship, and is active within HSA by participating in a majority of the club's activities. This year's co-recipients are Michele Elsaesser and Diane Pierok. Here is part of their letter.

" Since their initial learn to sail experience just a few years ago, they quickly received their certification in Sunfish. They were eager to learn more and assisted on race committee duties, crewed on Y-Flyers and took out the club Capri together. They quickly realized they needed their own boat and acquired one under unusual circumstances. With a little elbow grease and some help from family, they were soon cruising around on Sundays with a sparkling Capri.

"But it wasn't just on the water that they displayed their zeal for our sport. They also committed themselves to the club by participating in haul outs and helping to get boats ready for the season, hosting a social event, and willing to pick up extra race committee duties. As a result, they have become regulars not only on the water, but also on shore as valuable contributors to our club."

The Frank Peters Memorial Sportsmanship trophy was donated in 1972 and is awarded for sportsmanship exhibited over the competitive sailing season. Here is that nomination.

*"There is one member of our club who truly exemplifies sportsmanship – **Brett Hart**. Brett is always willing to lend an extra hand, whether it be some work detail like the haul out or race committee duty, helping to plan special events like Beach Day, or just assisting other members with their boats on shore. It wasn't long ago that he was also willing to jump on your boat and be your crew.*



New boat owner Michele Elsaesser with the Larry L. Johnson Memorial Challenger Trophy. Co-recipient and co-owner Diane Pierok is in the background below giving the thumbs up.



Special Awards (continued from page 4)

"However, the crewing part quickly changed when Brett bought Jim's Y-Flyer and he was forced to find his own crew. Brett was able to find several people willing to crew – Ryan Servizzi, Mike Stratton, and Jim Mossman, just to name a few. With crew on board, Brett set out to compete in all of the Y-Flyer series this year. Although Brett didn't win any trophies, he was always on the race course learning what he could do better, and giving an encouraging word to those around him."

The Bob's Sportsmanship Award was donated in 1962 and is awarded for distinguished service and sportsmanship.

*"There is one member this year that stands out above the rest when thinking about service to HSA. After several years of infrequent trips to the lake, Joe **Fulford** has made his return. That's what retirement and the kids now being out of the house will do to a man!*

"With Joe's return to HSA, he took it upon himself to take the club Flying Scot under his wing and bring it back to racing form. Joe completely refurbished the centerboard, replaced the lines, and scrubbed the boat back into sparkling condition. The Flying Scot is now a force to be reckoned with on the race course and will awe learn to sail participants, especially when Joe decides to fly the spinnaker and pass us all going downwind."

The Richard Saunders Memorial Trophy is awarded to the HSA member, who is 18 years of age or under, who has the most overall enthusiasm for sailing activities within and without HSA.

*"This trophy goes to one member who without a doubt you can find at the lake on any given Sunday. Not only can you find her, but you can usually find an additional friend or two that she has brought along. With this person, there is no lack of enthusiasm for sailing, which is why **Megan DeArmon** is so deserving of the Richard Saunders*

Memorial trophy.

"Megan is very active within HSA, helping to get the boats ready for the season as well as during haul outs, participating in most sailing events throughout the year, and helping in the kitchen and on the water during sailing camp. She is always willing to assist on Sunfish Island in getting boats on and off trailers or rigged.

"When it comes to racing, Megan is never one to shy away from the action. She has improved her sailing greatly over the years and is willing to fight it out with the "big boys" in the regional regatta. She is competitive by nature, but also easy going and likes to have a good time during beach day. But don't let that fool you...she is willing to capsize her sailing crew if she needs to get the beach ball in the hoop.

"Lastly, Megan has brought many friends to the lake with her, taking them out on the Sunfish, Y-Flyer, or even a Capri. It is evident to see her interest in sailing and the enjoyment she gets from being on the lake."



Junior skipper Megan DeArmon with her Richard Saunders Trophy.

Rules, Rules, Rules!

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She sees a Black Flag on the committee boat after a general recall. "Laura" knows that she has to be on the leeward side of the starting line (and its extensions beyond the boat and the pin) in the last minute before the start or she is disqualified, even if the race is restarted, recalled, or postponed or abandoned.

A rather harsh penalty. The committee may decide after the first general recall that they want to deter aggressive behavior at the start (restarts are time consuming and annoying) so they could display an I Flag - a yellow flag with a black dot in the center. "Laura" knows that his signal means she can't be on the course side of the starting line (or its extensions) in the minute before the start. If she is, she must sail around the either the pin or the committee boat before starting and not try a dip start. (Dip Start: approaching the starting line from the course side and "dipping" into a hole on the leeward side of the line before the start signal.)

But what if there is a U Flag flying? What the heck is a U Flag? This seldom used flag is a checkerboard red and white flag that is one step down from a black flag and one step up from an I flag. If the U Flag is displayed, you cannot be on the course side of the starting line (within a triangle formed by the starting line and the windward mark) one minute before the start. If you are there with a Black Flag, you are automatically disqualified. With the U flag you are also disqualified, but unlike the Black Flag, if the race is postponed, restarted, resailed, or abandoned, you can get back in it.

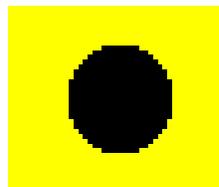
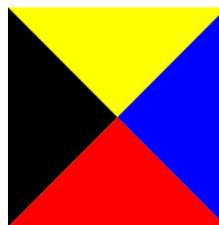
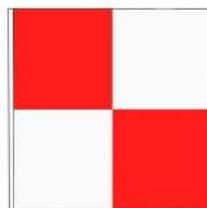
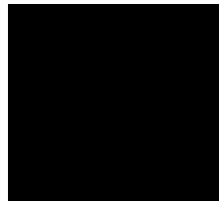
Word on the street is that the U Flag will be in greater use in racing as an alternative to the poison pill of the Black Flag.

Then there is the Z Flag too. Same deal. But in this case if "Laura" is on the course side of the line one minute before a start, she can sail but will receive a 20% scoring penalty. I would tell you how they calculate that score if I understood how to do it. I don't.

Now, what is the likelihood that you will encounter any of these signals next season on the water? Probably pretty slim but I did want you to know. Besides, it gave me a good opportunity to use the fictitious "Laura". Of course there is always the possibility that some perverse committee chair will slide one of these up the yardarm in a club race in 2018 just to see if anyone is paying attention.



The sailor in the boat called Chris ("Roger" to us) finds himself with no room to leeward to drive off in and get acceleration. So he crabs sideways in the second illustration to create that room. "Ben" had to luff up and avoid "Roger" (Chris) under the windward/leeward rule. Not any more. If "Roger" is crabbing too much, Ben can get crabby and protest.



Top to bottom, in order of severity: the Black Flag means disqualification if on course side of starting line at one minute before start; U Flag also means disqualification but there is still hope; the Z Flag gives anyone on course side at one minute a 20% penalty; and finally the I Flag, the kindest one, simply means you must go around the end of the line before you start if on course side of line at one minute.