

the

Acton Action

Hueston Sailing Association 1956-2018



New Season Bringing Out the Boats!

It was chilly the first few weekends but the competition still showed up. This past Sunday, May 6, was the first one that felt as if Spring was actually here and not just calling it in. Race Chair Charlie DeArmon commanded a committee of five who managed to get in one three lap race in light air for the sixteen boats that showed up for the racing. The 28 people who were on the water were the most we have seen on such an early date in the racing calendar recently. For more about the action, see page 3.

Save the Date!

Race Clinic

Saturday, June 2

On and off the water clinic for anyone wanting to go bigger. Free!

Memorial Day

May 27-28

First chance for HSA to party this year. Four races, potluck, fellowship.

Sailing School

May 19-20

We have our first group ready to go. Chalk talk at noon; launch at one!

Three Men in a Boat

What happens when you put three Acton Lake sailors (620 acres) on Lake Michigan (22,394 square miles)? We hope to find out in June as Pete Peters, Jerry Brewster and Yours Truly head out for the Great Lakes in a mid summer adventure. Story on page 5.

Also in this issue, we let Scott Eversole introduce himself and his family as one of HSA's newest families. Scott is a great guy but don't mess with him. You'll find out why on page 2.

Want more? We have all the racing results too. Page 4



New Members!

The Scott Eversole Family has joined HSA in a big way. The family is all in! Scott and his wife Karen have two children. Both of them sailed in a Capri on Sunday, brother Dalton crewing for big sister Makenna. Scott's dad Paul crews for him in his Y-Flyer. Scott has owned Chase-N-Grace CrossFit for eight years, a family business and family passion. He has also been a police officer for the past 21 years in Eaton, Ohio and has been a member of the Montgomery County SWAT team for the past 12 years where he is the team leader of the snipers. Both Scott and daughter Makenna certified last year in the Capri.



Scott and crew/dad Paul out Sunday in their Y-Flyer

By Scott Eversole

I have always grown up around boats but I did not start sailing until I was in my twenties. I rented a Sunfish at Hueston Woods and fell in love with it. I then bought a Snark and sailed that with my dad for a summer before buying a Morgan 18.

My wife Karen, my children (Dalton and Makenna) and I enjoyed it until the kids were too big to sleep in the V berth. My dad enjoyed sailing with me so he bought a MacGregor 22 and, after sailing for a few years, sold it to me. We sailed it on Lake Erie a few times, going from island to island for three or four days.

I now own a 25 ft O'Day which we have had for nearly ten years. I also have a Bayliner cabin cruiser, a 24 ft. pontoon, several kayaks, a paddle board and, of course, now the Y-Flyer. Like I said, we enjoy boating.

My dad and I are close. My mom died a little over three years ago and it was hard on him. They had been together for over 50 years. I wanted my dad to get out of the houses and live so I encouraged him to do many things. He has always enjoyed sailing and I thought it would be

good for him to be around people with a similar interest. He fell in love with the sailing club the first day and is excited about this season.

I like the Y-Flyer because of the camaraderie of the sailors. I also believe it to be a very competitive class with everyone with equal equipment. I like competition and I like learning from people who are better than me.

I want to become a better sailor. I am self taught and I want to be around other sailors to learn. We are all really excited to be a part of the club.

Photo from 2010 Y Flyer North Americans that former Y guy Tony Pergram sent us. Windy, huh.





Handicap Fleet Off to Big Start; Y-Flyers Growing

The first start was a half hour late last Sunday. Boats were crawling out to the starting line so Race Chair Charlie DeArmon towed a few and waited for the wind to show up.

When the first gun went off, it was Mike Weir in a Hobie by his lonesome but he was soon joined by four Y's and 12 Handicap Fleet boats.

The committee had no trouble with the Hobie finish but the rest required a bit of concentration as Handicappers were finishing at the same time Y's were coming down to the leeward mark - all of them crossing the line in opposite directions. (Fore! Or, I mean, Starboard!)

With the wind appearing in strong gusts every several minutes and then quietly going away, it was a cat and mouse game for racers who had plenty of time between gusts to worry about momentum and tactical advantage.

Surprisingly, it was the big boats who did well in the Handicap start in light air with Joe Fulford single handing the Flying Scot to a second place and Jerry Brewster with crew John Hutchinson coming in third in a Capri. Neither could catch the Golden Girl Laura Beebe,

though as she took bullets in both races in her Navy blue and gold Sunfish.

Y-Flyers started four boats even without two regulars on the course. With Charlie DeArmon on committee and new skipper Brett Hart in Hilton Head for R&R, it fell to the rest of the fleet to make it interesting. They did it. New Y-Flyer owner Scott Eversole and dad Paul got off the line well each race before meeting the 180 degree shifts of Acton Lake.

Roger Henthorn and Bobbie Bode won race one with Mike Stratton and son Kofi right on their fantail. In race two, Pete Peters and Rose Schultz switched finishes with the Henthorn boat with Stratton once again finishing second.

The Y Fleet may soon see six Y-Flyers on the line, perhaps even seven with the return of Phil Robertson from Florida. New Y owners Eversole and Hart are climbing Mount Learning Curve but both are enthusiastic climbers. Stratton showed up with his newly acquired Y from its former home at Chippewa Lake. The three way tie for first left Stratton, however, back in third as the tie breaker favored the veterans Peters and Henthorn.

Sunfish Out in Force; Handicap Fleet Varied

Mark Costandi made a respectable showing in the light air in his beautiful Sunfish, but one race was enough of that stuff. Here he is cruising downwind and passing current junior champ Kayla Draper on his way to a fourth in a fleet of twelve. Not bad.



At left, Megan DeArmon does her best to stave off Samantha Marks. Each of the young skippers had a third place finish. But not in the same race. Megan is a senior at Oakwood High School this year. Sam is taking a "gap" semester to hike the Continental Divide from May to September (3000 miles!) She will graduate from Purdue next May. Sister Danielle is graduating this Sunday from Purdue and then starting her master's in agriculture. Wow.

The Kevin plies the placid waters on Sunday with his usual craft. Although recently recovered from an athletic injury (lifting too much?), the eldest DeArmon sibling is all about getting around the course despite the conditions Sunday which were warm, sunny and miserly on the wind. Kevin is attending Sinclair.



Cook's Garden!

Stephen Cook has been on the line three straight Sundays in his beautiful Montgomery 15. Stephen and wife Zella also have a Sunfish and the two of them run Cooks Garden, a garden center in New Lebanon, Ohio, where they grow a lot of food and other things.

Lake Michigan Challenge Looming In June as Three Men in a Boat Get Out Their Chartplotters

By Howard Johnson

It all started at a Beer and Boats back in February. A casual comment from Mike Stratton that went something like this:

"Anybody want to sail with me across Lake Michigan this summer?"

The ever cautious Pete Peters thought about it for a few minutes and then said, "Yeah, I think I'd like to do that."

"Really?" Stratton said. He was looking for a cautious person to counterbalance his impulsive and risk taking self and Pete Peters, he thought, is just the guy.

During this conversation, just out of the corner of their eyes was another sailor jumping up and down with his hand in the air. "I'll go!" It was Jerry Brewster, already a veteran of some adventurous charters. And before you knew it, the three of them were on their way to Chicago.

After finding that the Power Squadron in Dayton was offering a course in navigation, all three signed up. (They are nearing graduation with the final exam coming up next week.) (HSA's Phil Robertson is also taking the course in advance of a charter with wife Connie this summer on Lake Erie.)

The trip is planned the last week in June when they will tow Stratton's *Goodnight Moon*, a 25 ft. Catalina 250, to Michigan City, Indiana. From there they plan to make their way via dead reckoning to Chicago, where, after a beer or two in the Windy City, they plan to spend the night and begin the trip back.

"We have already decided that whoever gets the lowest score on the final exam will be the cook while someone else is on the helm and

the third on navigation," Stratton said.

Although they have become familiar with a variety of modern navigation aids, equipment and techniques, they have decided to forego all modern navigation (or "cheat codes" as they call them). Instead they plan to go back several hundred years to the time before compasses and charts to make their voyage across open water more organic, more gluten free so to speak.

"For example," Brewster said, "ancient mariners found the direction of land by releasing ravens from a cage. If the raven simply flew around the ship, they knew land was still quite far off and the raven returned to the ship."

"If, however, the raven flew away," he went on, "the ship would follow it since obviously the raven had spied land in the distance and was flying toward it." They figure that since ravens fly fast and *Goodnight Moon*, their fair ship, is slow, they plan on using turkey vultures which, according to Peters, are known to be slow and somewhat mentally challenged. "Otherwise why would they dodge speeding traffic," Peters proffered, "to pick at a dead squirrel when they could easily just pick it up and take it home to share with the family in comfort."

Another technique of the ancient mariners was their way of determining speed for dead reckoning. They would toss debris into the water at the bow and time how long it took to float from bow to stern. (If you try this technique, make sure your boat is moving. The three of them made that mistake last week while practicing and said it took forever.)

(cont. pg. 5)



Racing Results!

As we approach weekend number 4 on Sunday, here's a look at what happened in weeks 1, 2 and 3.

Tack!

Hobies

Week one no one came out on a cat.
 Week two, Charlie Buchert and Don Fecher battled it out with Charlie taking both races, despite a close finish in race 2.
 Week three, Mike Weir came to the line alone. He won.

Handicap Fleet

April 22

Brian Callahan	1 1	2
Amy Marks	3 2	5
Mark Costandi	2 3	5
Dominic Everaet	5 4	9
Stephen Cook	4 5	9

April 29

Brian Callahan	1 1	2
Jerry Brewster	3 2	5
Amy Marks	2 3	5
Stephen Cook	4 5	9
Joe Fulford	DNS 4	11
Makenna Eversole and Caitlyn	DNS 6	13

May 6

Laura Beebe	1 1	2
Joe Fulford	5 2	7
Jerry Brewster	2 6	8
Brian Callahan	6 4	10
Megan DeArmon	3 7	10
Samantha Marks	9 3	12
Kevin DeArmon	8 5	13
Kayla Draper	7 8	15
Mark Costandi	4 DNS	17
Stephen Cook	11 9	20
Makenna Eversole	12 12	24
Curtis and Michelle Mears	13 13	26

Y-Flyers

April 22

Pete Peters/Rose Schultz	2 1	3
Roger Henthorn/Bobbie Bode	1 2	3
Brett Hart/Mike Stratton	3 3	6
Scott Eversole	DNF DNS	8

April 29

Pete Peters/Rose Schultz	1 1	2
Brett Hart/Laura Beebe	3 2	5
Scott Eversole/Mike Stratton	2 3	5

May 6

Pete Peters/Rose Schultz	3 1	4
Roger Henthorn/Bobbie Bode	1 3	4
Mike Stratton/Kofi	2 2	4
Scott Eversole/Paul Eversole	4 4	8

Three Men in a Boat (continued from page 3)

"Using this simple formula of distance equals speed times time minus the specific gravity of either salt or fresh water, you can calculate the speed quite easily and naturally," Stratton told us.

"Since we won't have any 'debris' to toss overboard," Peters jumped in, "and because we don't want to pollute the lake, we intend to wait until one of us, likely Jerry, gets seasick and throws up."

"This requires timing, speed, and agility so that the deck doesn't become fouled with the remnants of Pete's cooking," Stratton chimed in. "You simply must arrive quickly at the bow before this very organic approach to calculating speed can be attempted."

Ancient Polynesian sailors would navigate from one South Pacific island to another by using still another very effective method of gauging direction to land, the three men told us. This may sound like fiction but, according to them, it is quite true. It seems the Polynesians would tie one of the crew's most sensitive body parts to the crossbeam of the outrigger or to the mast. The chosen crew, usually "the new guy", could feel waves striking the boat after bouncing back from land masses across the water, even at some distance.

By tying the lucky crew's "ho'i" to a part of the boat, these ancient mariners could safely cross vast expanses of water in a very organic, natural way. (You'll have to Google "ho'i" since this is a family newsletter.)

"I was in the Navy for four years, two as a member of the navigation gang, and this technique was never mentioned," Stratton said. "I'm not sure why they would have discontinued it since the Navy was one place where this would seem OK to a bunch of guys."

They were not sure who among their crew of three will be performing this duty, although Stratton said he had someone in mind. "We will probably have to draw straws.

and the one with the shortest straw will be the one tied to the mast in this way, if you know what I mean," he added.

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This adventurous form of navigation is in the spirit of their trip. The trio hopes to make landfall in Chicago after a full day of sail. "If that doesn't happen," Stratton said, "Hello Sheboygan!"

They also hope to chronicle their trip in late June on HSA's Facebook page. "We'll give you frequent updates on how our journey is going and how Jerry is faring," said Peters.

Be sure to check in often during their trip. It could be the last time you see them.

