

Acton *Action*

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A Sailing Marriage: The Fulfords

We recently interviewed one of HSA's sailing couples, Joe and Leigh Ann Fulford. Here is what Joe related back ... and Leigh Ann's additions in [brackets].

Inside

Movie Review: Dead Calm starring Nicole Kidman, Sam Neill and Billy Zane. A psychological thriller.

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Race Results and personal accounts of racing in covid 19 and no wind.

How did each of you get into sailing?

In 2003, I was on an unaccompanied "hardship" liaison assignment to Pearl Harbor for six months and took lessons there in a Rhodes 19. The wind was steady in speed and direction and the water was warm so looking back I was tricked into sailing really.

Leigh Ann found out on Ancestry.com that she is descended from cross-Atlantic explorer Leif Erikson. *[Yeah, right. I have never opened Ancestry.com]* Her amazing inherited Norse sailing abilities *[Note: I am more like Gilligan than Leif]* were unknown until I came home from Hawaii and described in very flowery language the

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Kidman and Neill Are Outstanding in *Dead Calm*

We have reviewed several sailing movies over the past few months of winter and covid 19 isolation. In most if not all of them, the antagonist is typically the danger inherent in the elements at sea. Sometimes it is the sailor's own capacity to deal with the task of crossing an ocean or competing in a battle against others or even a battle with the self.

Dead Calm (1989) is none of those. Enter a more human element – a real human with really bad intentions. The film takes place entirely at sea except for a few moments at the opening to establish some important background. And even though we don't see a single sail set until nearly two thirds of the way through the film, it is the setting aboard a sailboat in an ocean that provides the necessary danger and context for what is to happen.

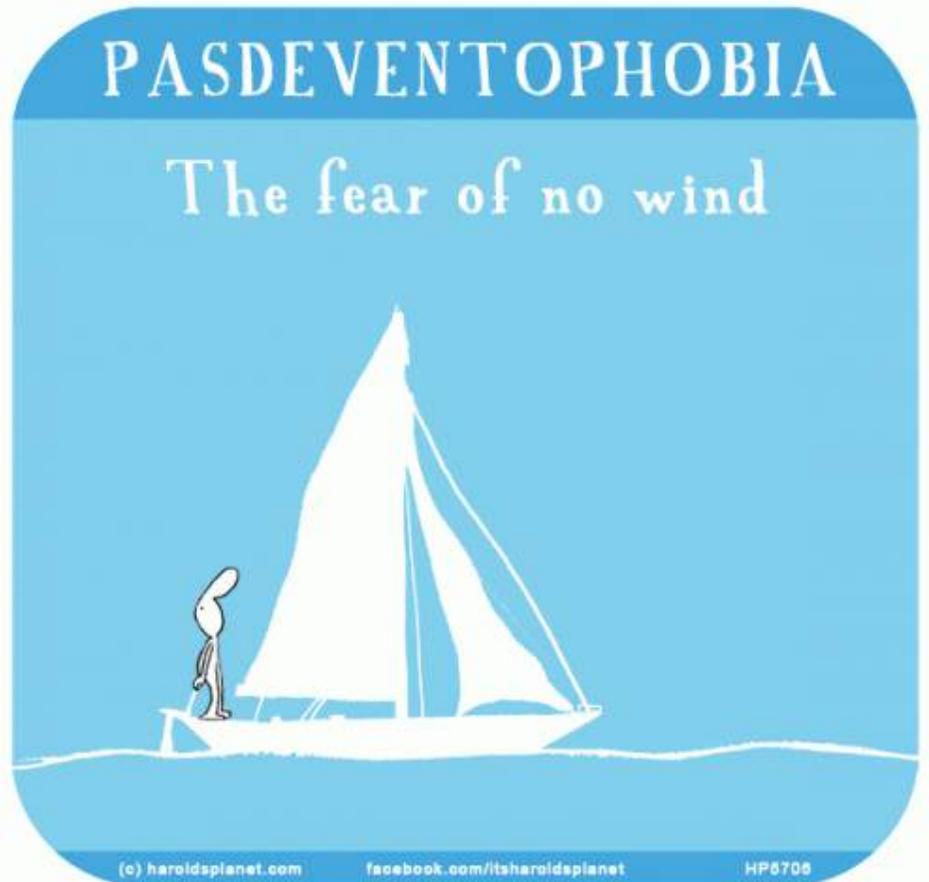
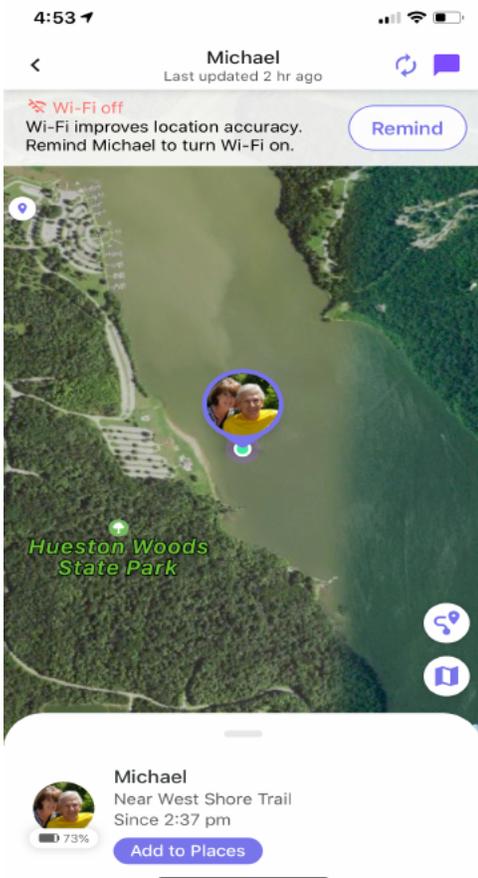
The film stars Nicole Kidman, who was only twenty years old in 1989 and in her last film in Australia before moving to the US film world. She carries the film. And not because co-star and fellow Aussie Sam Neill (*Jurassic Park*) or Billy Zane (Kate Winslet's beau in *Titanic* before

Leonardo enters the picture) are really outshone. They are quite good as husband and sociopath respectively.

This is a psychological thriller of the first order. The grief stricken couple are cruising the southern Pacific after the devastating loss of their young son in a car accident. That's when they come upon another sailboat, a schooner that appears to be in trouble in a windless sea. After observing the boat at a distance for a while, they see a person frantically rowing a dinghy toward them from the direction of the troubled boat.

The audience is immediately aware that some distinct danger has arrived in the form of this stranger who seems to be fleeing a boat that he could not have been sailing alone. From there it is all tension and intrigue as the couple slowly become aware of what has happened aboard the now abandoned vessel and who they have taken on board.

(continued on next page)



Davy Jones: A Cell Phone Story

As you must know by now, I will admit to mistakes and put myself out there, particularly when it comes to losing things while on the road.

So new twist on an old tale. I have never taken my cell phone out on the water unless I was on the cruiser. Never on the Y or Sunfish. Yes, Davy Jones' locker – and not the Monkee version.

I broke that rule a few weeks ago and asked my lovely crew wife to snap a few pictures between races. The above photo is a screen shot from an app on the families' phones called Life 360, which shows the location of everyone or at least the location of their cell phones. I'll let the picture say the words for me.

Be prepared for a little blood but the film mutes the most grotesque moments, at least by modern standards. Kidman shows here the promise of the actress she has become. And that is worth watching.

Of course, in any sailing film we are waiting for the halliards to be hoisted and the boat to be sailed so we can both enjoy those moments and look for any errors in seamanship or nautical authenticity. We likely miss some of those errors because we just don't know all we need to know about blue water sailing, but usually we can delight in spotting one or two.

This film does it too. The plot calls for Kidman's character Rae to sail close to something in the water and retrieve it. When you arrive at an object in the water, we ask, what would you do? Ok, she doesn't, even though her character is quite capable of helming the boat. If you see the film, you will know what we mean.

The term "gripping" gets overused, I know, but you will be held tightly to the screen and the story, even though my wife had to hide her head under a couch pillow in a couple of moments. That's why she seldom lets me choose the movie. I'm just trying to stay true to form.

Fulford's Sailing Marriage

(continued from page 1)

beauty of fair-winded warm water sailing and how we could also introduce the wholesome sport of sailing and the great outdoors to our children. Bottom line, she was also tricked. *[My sheltered upbringing where "roughing it" on a family vacation was staying in a Holiday Inn with a black-and-white TV makes me an easy target for trickery.]*

"Leigh Ann feels I'm more than a wonderful husband and sailing partner, but if the boat ever sank and there was only one life preserver she'd miss me terribly and think about me often."

What advantages or disadvantages are there to sailing together?

Advantages: Well, on no-wind blazing sun type days we can openly discuss signs of heat stroke and the ambiguous health warning symptoms one might be slower to mention to say a sailing acquaintance until too late. Disadvantages: Well, as the person who tricked Leigh Ann into sailing, I'm responsible for a good day out no matter the weather.

And, Leigh Ann feels I'm more than a wonderful husband and sailing partner, but if the boat ever sank and there was only one life preserver she'd miss me terribly and think about me often. *[As I said before, Joe has an amazing imagination.... I would be thinking about him, but not quite as he imagines it—I would be thinking of ways to raise him from the dead so I could scream, "I told you we shouldn't have gone sailing in a squall with one PFD missing"]*

What do each of you derive from your involvement in the sailing/racing life?

Sailing has so many benefits. It gets you out into nature and Acton Lake offers nature at its best. Sailing is also one of those mental/physical activities that keeps us sharp and in shape *[and bruised]*. Finally, the social



Camptown!

HSA is really getting good at light air racing. After four weeks in a row of what the Weather Channel calls 5-10 and SailFlow calls 10-15, we are used to moving slow. It does have its advantages. You have lots of time to think about tactics.

On Sunday, July 12 we held Camptown Races Sunfish Regatta in 0-7 mph winds. Four races! I know. We are amazed too! Here are the results:

- 1 Mike Stratton 5 1 3 1
- 2 Laura Peters 3 3 2 5
- 3 Jerry Brewster 1 4 5 4
4. Pete Peters 4 8 4 2
5. Bill Molleran 2 2 1 DNF
6. Rose Schultz 6 7 7 3
7. Ken Wright 7 6 8 8
8. Charlie DeArmon
10 5 9 6
9. Megan DeArmon
9 9 6 7
- 10 Amy Marks 8 10 10 9
11. Dominiek Everaet
13 12 11 6
12. Brett Hart 11 11 12
DNF
13. Noah Everaet 12 DNF
DNF DNF

Fulfords (Continued from previous page)

aspects of meeting new people and keeping up with long-time members is rewarding.

I also get to tinker on boats which is an important outlet for me as a retired engineer and long-time gearhead. *[AMEN! to the tinkering projects that keep him occupied in the off season—though I do miss our garage in the winters, especially when the snow falls.]* Leigh Ann enjoys the nature for sure but also the picturesque drive out from Dayton and getting away from her computer/cell phone. *[When we started sailing, it was for the nice drives and relaxing days on the **Bonnie Lass** at Acton Lake. Now instead of “Oh look, an eagle!” the “conversation” tends to be along the lines of mostly short declarative commands: “Tighten the jib!” “Pull up not down on the cunningham!!!” “That’s the outhaul not the boomvang!” “It’s backfilling, argh!”]*

“I did make the mistake last week of stopping to hose off the bottom of the boat as a thunderstorm approached... I mistakenly thought I had a few more minutes before incineration was certain. “

How do you handle conflict on the boat? Or how do you avoid it?

Most of the time we discuss things democratically. There is not time for voting but we are always talking to each other (Tack now? Yes!) so it is kind of like a speedy version of decision making in day-to-day marriage (Honey, should we buy that blue couch? It does look nice and reminds me of that one we had right after college, Sweetikins, so yes!).

I did make the mistake last week of stopping to hose off the bottom of the boat as a thunderstorm approached. Leigh Ann felt [*“knew” is the accurate verb choice here*] that hosing off the bottom of an object with a 30 ft metal lightning rod was better left for later and I mistakenly thought I had a few more minutes before incineration was certain.

The windows were up as we drove away that day but you may have heard the conflict resolution process playing out. *[The fact that we are still married, much less alive, and plan to sail again next weekend speaks volumes to what 37 years of marriage does to your ability to make rational decisions when it comes to pleasing your partner.]*

What is the secret to a happy sailing marriage?

Recognition that it is a team sport much like marriage. When you see winning HSA skippers ask that their crewmate also get a trophy, you see and understand that secret to happy sailing teams—strong partnerships. Being married provides an added foundation of trust, shortcut communications (raised eyebrows, *the* look, etc.), and, like the lightning discussions mentioned above, the ability to more openly discuss “items of shared interest.”

In summary, happy sailing marriages have trust and open communication at their foundation and a shared commitment to fun in the outdoors. *[Marriage is definitely an endurance sport regardless if you are on a boat or not and definitely worth the investment of time and training to get it right—trophy or not, Sweetikins.]*

Hobies

1. Kevin DeArmon 1 1 DNS DNS 6

Y-Flyers

1. Pete Peters/Rose Schultz 2 3 1 1 7
2. Roger Henthorn/Bobbie Bodie 3 2 2 2 9
3. Mike Stratton 1 1 DNS DNS 14
4. Charlie DeArmon/Amy Marks 4 4 3 3 14
5. Brett Hart/Maggie Hart 5 5 DNS DNS 22

Handicap

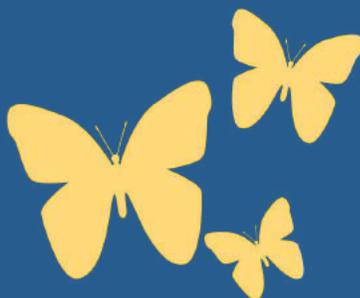
1. Jerry and Darrilynn Brewster 2 1 2 1 6
2. Diane Pierok/Ken Wright DNS DNS 1 2 17
3. Megan DeArmon 1 2 DNS DNS 17
4. Kayla Draper 3 3 DNS DNS 20
5. Curt Donahue 5 4 DNS DNS 23
6. Stephen Cook 4 5 DNS DNS 23

Big Bang Weekend Results

On this date in history – One year ago Laura Peters won Camptown Races. In light air, of course. Seven years ago? The winner was Brendan Draper.

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Holiday Photos:
Above, Diane Pierok and Ken Wright; above right, Jerry and Darrilynn Brewster; at right, Charlie DeArmon and Amy Marks

The View from Inside the Course

(The following is a first hand account of the July 5th racing in the handicap fleet by Jerry Brewster.)

The winds were non-existent when we arrived at the lake and rumors began brewing about the races being cancelled. Roger Henthorn further disappointed everyone with a forecast on his phone that predicted zero mph winds at 12 noon, zero mph winds at 1pm, zero mph winds at 2 pm, and one mph winds at 3 pm. This is probably what prompted Kevin DeArmon and Amy Marks to bow out and leave Charlie to fend for himself on his Y-Flyer. Charlie Buchert towed his Hobie 16 out of the storage lot and into the staging area. He lowered his mast and left to look for better winds in an out of state regatta.

The remaining diehards (Pete Peters, Rose Schultz, Roger Henthorn, Bobbie Bode, Charlie DeArmon, Jerry and Darrilynn Brewster) undaunted (and unrewarded with a post-race meal) rigged and lunched as light winds began to blow consistently from the east. As everyone was leaving the ramp area, Ken Wright and Diane Pierok showed up to add some excitement to the handicap fleet.

Laura Peters and fellow committeeman Joe confidently set a short triangle course with the first mark buried in a windless hole directly across the lake from the beach. Shortly after the race committee started the sequence, the winds shifted 90 degrees to blow from the north making a starboard start completely impossible and the pin end heavily favored but difficult to reach if you weren't already there.

In the handicap fleet, the Brewsters chose the pin end while the Pierok/Wright boat started at the committee boat end. Both seemed to have difficulty with the wind blowing from the pin end and dying at the gun. Jerry ended up in irons and had to tack away from the line in order to recover. As Brewster's boat turned toward the beach, young Noah Everaet, serving as the race committee's "roast master" recited jabs (written by the race committee chair, Laura Peters) over the PA system: "Jerry, you're going the wrong way!"

The Brewsters gybed to finish the 360 and were still able to cross the starting line before the Pierok/Wright boat. The Brewsters were the first to the windward mark and held the lead around the gybe mark, however their chief rivals slowly but surely tightened the gap. The races were supposed to be two laps, but seeing that the wind was dying, the RC decided to shorten the course to one lap. Pierok/Wright passed the Brewsters at the leeward mark, and began to build a good lead, however the wind shifted another 90 degrees to start blowing from the beach just in time to help them catch Ken and Diane on a downwind final leg. The race committee first claimed that it was a dead heat and impossible to determine a winner, but finally concluded that the Wright/Pierok team had crossed first.

Before the second race started, the wind shifted around and started blowing from the Southeast. For this race, Diane Pierok was at the helm. They had a good start and were at the line at the gun. The Brewsters were stalled behind the committee boat and had to play catch up the entire windward leg. They eventually caught Pierok/Wright at the windward mark, passed them and never looked back.

Y-Fleet Leaders Offer Accounts of July 5th Racing in Light Air

By Roger Henthorn

After an exciting Day One with hot temperatures and little wind, only 3 of the 5 Y's returned for another windless and hot day. Upon arriving and surveying the situation, Amy Marks mutinied and got a ride with Kevin DeArmon as they both headed home. That left Charlie DeArmon to single hand on his Y-Flyer.

The Y-Flyers had a close, but slow, start in race one on Sunday. An X course with two laps. Charlie DeArmon nailed the start and got off to a good lead. He was eventually caught and ended up last. The Peters/Schultz boat managed to go by everyone and take the first race.

In the second race, Bobbie and I banged the start, and they opened up a nice lead. After trailing a good part of the race, Peters/Schultz took a flyer crossing the lake on the second lap. As Pete said, "We had nothing to lose." And they didn't. It paid off and they sailed past the other boats to go for their second win of the day.

The winds were light on Sunday, but we managed to get in both two-lap X courses. The Race Committee towed in two boats after the races. It was hot but didn't feel quite as hot as Saturday. Still the car thermometer read 109.

By Pete Peters

Some of us came back on Sunday to do battle after a very hot and low wind day on Saturday.

Charlie and Roger had great starts in the first race. As I recall, Charlie lead the race and I commented to Rose that another singlehanded boat might dominate again today. Charlie and Roger were battling it out with Pete/Rose playing catch up. The winds were 3.5 at the start with 1.1 at the finish. We all know that with these kind of winds, it is sometimes not advantageous to be in the lead. Rose and I kept plugging away and were able to catch both of the leaders. It was a wind from behind that allowed us to pass and go on to win race one.

Race two started with the winds at 2.5 and 1.4 at the finish. A great tactical start for Roger/Bobbie buried Rose and I at the start putting Roger and Charlie off to the first mark in great shape. Roger and Charlie were close together for one and three quarter laps. On the 4 to 3 leg, Roger and Charlie were well ahead and taken the left side of the lay line. When Rose and I rounded 4, we were so far back that we could not follow the leaders and hope to close the gap. We had some boat movement so we took a big round a bout course on the right side of the lay line and slowly worked our way up to the windless leaders. We were able to get around 3 ahead of Roger and Charlie and fortunately held the lead to 2 and then finished with a win.

Sunday was a crap shoot type of day. Sometimes you're the crap and sometimes you're the shooter!