

HSA

ACTON ACTION

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This photo, taken circa 1958 shows Sunday afternoon at the lake. It is from Pete Peters' photo collection but we aren't sure how the camera got that elevation.

Sixty Six Years and Still Going Strong

Long Time Members Count Club Connection in Decades, Not Years

It was mid summer, July 1956, when a group of about two dozen people met at a house in Hamilton to talk about sailing at a lake that didn't yet exist. Hueston Woods as a park existed and there were big plans, but no lake. The water would come the following year and with it, the sailboats.

Those who had met in 1956 at Dr. Clyde Chamberlin's home in Hamilton were forming Hueston Sailing Association and were laying the groundwork for a club that is still going strong 66 years later.

1957 marked the beginning of family sailing, according to then HSA secretary Louise Peters (Pete Peters' mother), and one year later, in 1958, the racing program was born. There was one start for all boats and the winner's prize was a cake, which they promptly shared with their crew and other competitors.

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SailGP

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Ten boats; the world's best racing sailors; speeds pushing 60 mph; Really fun viewing. Check it out.



Sail Safety

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How safe is sailing compared to other types of boating? We have the statistics.



Sixty Six Years and Still Going Strong

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Historic Accident?

One interesting side note to the HSA story is that the house where the club was formed in 1956 is now owned and occupied by the Jim and Jenny Cooper family who have been HSA members for several years.

According to Jenny Cooper, the family moved into the Highland Park house in Hamilton about 20 years ago, just before their oldest son Jack was born. Shortly after, they got a postcard from HSA. They had just sold their Hobie before moving from Clifton in Cincinnati to Hamilton, but they wondered how HSA knew they were sailors.

The postcard, however, was addressed to Dr. Clyde and June Chamberlin who had lived in the home, a 1929 Tudor, two families earlier. It was in the Chamberlin home in which HSA was given birth back in 1956 (attended by Mother Nature as a midwife, we assume).

A few years later, a neighbor who was moving to a retirement condo got Jim interested in his sailboat. "He sold Jim a Rhodes Bantam before I could stop them," says Jenny. "I guess we were just meant to be part of HSA history!"

Who was on the water in 1957? Still active member Jerry Callahan was there in his 11 ft. Penguin, a Miami University boat he was borrowing. So was ten-year-old Pete Peters, sailing either a Pram or a Sailfish that his dad built for him. Both Jerry and Pete are members after all these years. Pete reigns as the longest active racing member as he continues to suit up every Sunday in, mostly, his Y-Flyer, but he is also still active in the Sunfish racing. Pete's dad Frank Sr. was one of those present at that gathering in 1956 in Hamilton, a founding father.

Jerry Callahan would jump to a Thistle a few years later and new bride JoAnn would become his crew. The Callahans have been an active part of HSA ever since, leaving the Thistle for a Y Flyer where the couple won three National Championships.

Trophies and a constitution followed in 1959 along with markers and flags and the first year-end banquet. The dues were \$2 a year. A "crash" boat and a committee boat didn't show up until 1960, the year that also saw some of the one design classes get their licenses and class racing by fleets begin, although several members of the club had been racing in regional regattas in the Midwest already.

Junior racing was on Saturdays where Petie would be found and exponential growth was underway. There were three classes in 1960: Thistles, Y-Flyers, and Rebels, and it wouldn't be long before that grew to seven classes and membership would jump from the 58 families in 1958 to 122 about ten years later. (See page 6)

In that year, 1969, Thistles, Y's, Snipes, and Rhodes Bantams fleets each enjoyed about eighteen boats each with Rebels numbering ten boats. The Sailfish/Sunfish fleet had more with twenty-four boats. The Handicap Fleet was the largest with twenty-five boats, including four Lightnings and four Windmills.

Editor's note: Pete is also the unofficial club historian and has a treasure trove of photographs and slideshows. some of which date back to the early fifties. He is also in possession of every yearbook the club has ever published.

As Pete tells us, "I was a snotty nine year old in 1956 but sailed an Optimist Pram that my dad built. Lots of boats were built by members back then. My dad built two Sailfish, one for me. He also built Y-1137 for the change from Lightning 4076. I sailed a W Scow 1, the prototype built by Dr. Wagner. My dad rebuilt the cockpit on that boat. I bought my first Y from Texas and met the seller in St Louis for the exchange."



SailGP Is the Best Winter Race Viewing Ever

Just before Christmas, I got a special gift in my stocking. True, I did give it to myself rather accidentally, but what a gift.

I was reading an article from the sailing news service *Scuttlebutt* when I found out that most of the top racing sailors in the world were going at it in Sydney, Australia in something called Sail Grand Prix or SailGP for short.

Now you may have already known about it (shame on you for not sharing), and I am just a Johnny come lately to it all, but what a wonderful discovery.

What is Sail GP? It is actually the most exciting racing I have seen to date in the new technology of foil racing. Ten teams from ten different countries are competing in eight events over the course of 2021-22.

The boats are f50's, 50 foot long foiling catamarans that can achieve speeds that can come close to exceeding 100 kph (about 60 miles per hour). They resemble the boats used in the

America's Cup in 2017 (AC45's). Yes, two hulls, foiling centerboards, winged rudders.

The skippers and crews are a virtual Who's Who in the world of small and large boat racing with many of them holding multiple titles in Olympic, America's Cup, and one design class boats, some as small as the Laser and some as large as the AC75's.

The eight-skipper lineup includes two time America's Cup champions Peter Burling (New Zealand); Jimmy Spithill (Australia) who has skippered the US America's Cup boats as well as this one in Sail GP. (Spithill is the winningest sailor in Olympic history as well); Ben Ainslie (Great Britain), an Olympic Gold and Silver medalist; Nathan Outteridge (Australia) skippering the Japanese entry in Sail GP; top French multihull sailor Billy Besson; former match racing world champion Phil Robertson (New Zealand) in the Spanish entry; and top Volvo Ocean Race and top match racer Nicolai Sehested (Denmark). (cont. next page)

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The Down Unders from Australia and New Zealand dominate the world of competitive sailing, but there are nationality rules. Most of the crew has to be from the country sponsoring the boat. Some have just a skipper from another country like the Japanese boat (Outteridge) and the Spanish boat (Robertson) as well as the US entry (Spithill).

In December the second season of Sail GP was in Sydney, Australia for the seventh out of eight venues. (Yes, I missed Sail GP 2019-20 entirely.) The second season began back in April of 2021 in Bermuda. Since then, there have been seven events, with each of the competing countries hosting an event. The eighth and final event takes place in San Francisco in March of '22, so it isn't over yet.

Three competitors have booked a place in the Grand Finale in San Francisco in March where over two million in prize money will be awarded. I won't tell you who they are in case you want to go back and watch all seven events and see how the season progressed and who won at each venue.

What will you see? Foiling catamarans, eight of them, approaching the start line over a two-day period. The first day has three races – the second has three more but the final one is only for the top three boats from the first five races. A three-boat match race.

You will also see some of the most exciting mark roundings, capsizes, collisions, and tactical maneuvering you will witness as these very aggressive skippers push their boats, crews, and the technology to the limit.

It was great fun to watch.



As soon as Sail GP's second season ends in March '22 in San Francisco, the third season begins in May at the same venue that launched season two – Bermuda.

The other venues include such places as Dubai; Plymouth, England; Copenhagen; Saint-Tropez, France; Cadiz, Spain; Christchurch, New Zealand; and... wait for it: **Chicago, Illinois!**

The second event on the season three Sail GP calendar will be right in our back yard on June 18-19. One of the America's Cup challenger races was held in Chicago in 2016.

What would it be like to be in the spectator fleet in Chicago in June of 2022? Hmmm, must be the front row.

In 2017 we went to Chicago from Michigan City and spent the night at a marina near Navy Pier. A return trip seems in the offing.

Women in SailGP Making a Mark

In October's Sail GP held in Cadiz, Spain, women became part of the crew on the foiling f50's for the first time. As part of Sail GP's Women's Pathway Program, the rules now require that the f50's crew include at least one woman. The rule expands the crew to six members, up from five.

In the US boat is the youngest crew member in the competition, 18-year-old CJ Perez from Honolulu. She is not only the youngest crew but also the first Latina in Sail GP. Perez recently won the USA WASZP championship, the only female competitor. (The WASZP is an 11 ft. long foiling monohull with a beam of over seven feet.)
(Continued on next page)

Sail GP Sustainability

The motto for SailGP is "Race for the Future" which includes a focus on sustainability. The league has a target of 55 per cent reduction of its carbon footprint by 2025.

Every host city will sign the league's Climate Action Charter and commit to local impact projects focusing on clean energy impact and wider ocean conservation.

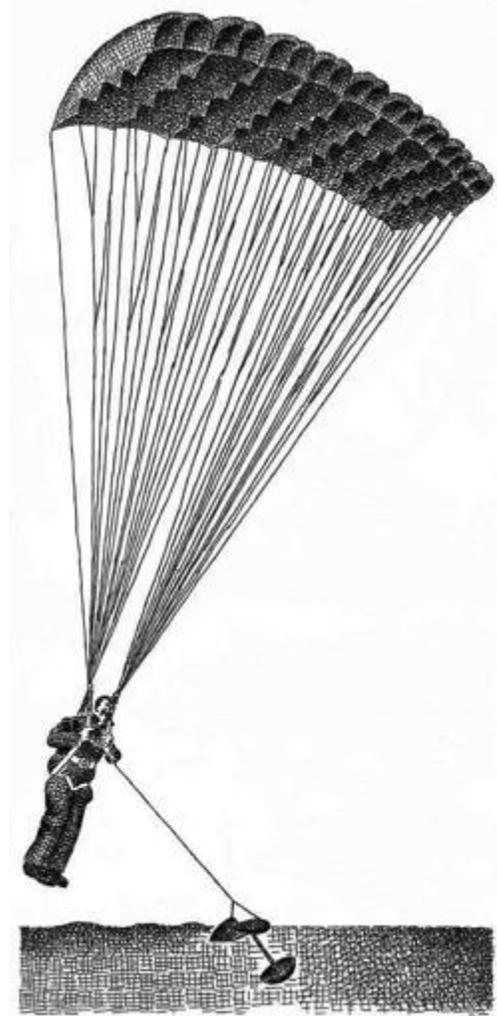
See more about the Race for the Future in a two-minute film on YouTube:
<https://www.youtube.com/watch?v=Sf5Mki9pTn0>

Women in Sail GP (continued from previous page)

Sail GP founders Larry Ellison of Oracle, a tech firm, and Russell Coutts, an Australian and five time America's Cup champion, said this about why women are now a part of Sail GP: "It is our responsibility as a global league to ensure we create a culture and sporting championship that has gender equity," Coutts said. "It is no secret that there is currently an experience gap among women at the top of the sport".

"We recognize we have to go further to close the gap and work quicker to accelerate change, which is why we are taking this next step. It is imperative to break existing boundaries and create a more inclusive environment."

In the most recent Sail GP event in December in Sydney harbor, the woman on board the Australian boat, Nina Curtis, provided a key piece of information that enabled the Aussie boat to win the drag race to the first mark in the final race.



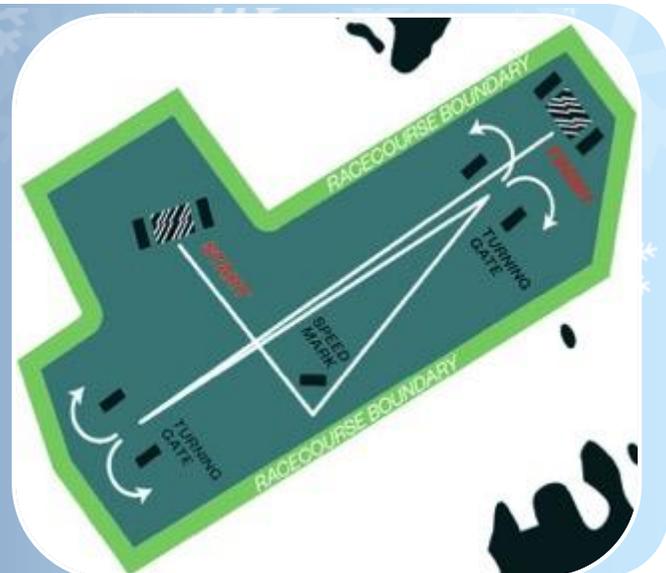
Tired of putting up with hull speed limits and drag forces? Is this the future of sailing?

The SailGP Course

Boats cross the start line on starboard on a screaming reach and it is a drag race to the turning mark. From there it is downwind to the bottom (top?) of the course to the leeward gate.

There is also a gate at the upwind end of the course. Depending on wind conditions, there could be as many legs as needed, sometimes as many as seven in a strong breeze.

The boats usually finish at the start line using the turning mark as they did on the way out, but sometimes the finish line will be set somewhere else as in the figure at right, a downwind finish.



Boating Safety by the Numbers



Yes, we sailors are speed junkies. Safe speed. Oh, the thrill of going 10 mph across the water in a sailboat!

Here's how we stacked up in 2020 according to the US Coast Guard.

Total injuries – 3191

Most Dangerous – open motorboats – 1520; Personal Watercraft – 896; cabin motorboats - 298

Safest – Houseboats 6; Paddleboards 7; Sailboats 8

Most Deaths – Open Motorboats – 376; Kayaks -112; Sailboats – 5

Most vulnerable age group for injuries – 20–29-year-olds - 694

Membership in Fleets by the Decades

	1960	1970	1980	1990	2000	2010	2020
Hobies	0	0	0	10	5	10	5
Thistles	9	21	11	1	0	0	0
Y-Flyers	3	22	19	13	16	11	9
Snipes	4	14	7	3	2	0	0
470s	0	0	17	3	2	0	0
Rebels	11	11	10	3	0	1	0
Rhodes Bantams	4	21	8	3	2	1	0
Lasers	0	0	12	6	3	1	0
Sunfish	0	8	15	15	26	23	26
Handicap (all others)	25	14	17	21	21	10	15
Totals	56	121	116	78	77	57	55

There were other fleets that made fleeting appearances. National Ones, W-Scows, Windmills, and Lightnings for example. While there may have as been as many as five of each of these at one time or another, they weren't around very long.

As some fleets folded, the remaining skippers often moved to the Handicap Fleet. Before 2020, the boats in the Handicap fleet were one design racing classes for the most part. Today the handicap fleet membership is predominantly cruisers, although the Sunfish, Capris, and the cruisers share the spotlight each Sunday. (Fleet numbers courtesy Pete Peters)