



July “Summer Olympics” Edition
Acton Action

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...and much, much more!

Volume 68 Issue 04



July 26, 2024

Hueston Woods State Park Updates and Volunteerism

Hueston Woods Park Manager, Kathryn Conner, has been busy working at the Ohio State Fair but called in this update on park projects and volunteering your time around the lake:

- Bridges:** They are moving some utilities soon but the main work won't start until after the Zoom Redhawk Triathlon on September 15th. This is a very well attended race and the roads need to be open.
- Dock Bumpers:** The maintenance crews have the new materials, and our suggestion for end-of-dock concrete coverage in their hands. They working thru a list of other park priorities but will get to it soon.
- Canoes & Kayaks:** Next season they will move folks to a dedicated set of kayak/canoe storage docks.



Have you noticed the beautiful flower bed near the Hueston Room or perhaps the dozen or so new trees in the parking berms over by ABCD docks? Working with Park Manager Kathryn Conner, our resident gardener Stephen Cook volunteered to donate and plant these trees and flowers and get them established. Stephen certainly leveraged his green thumb skills but volunteerism can take on many forms. It could be as easy as trash/debris pick-up or more involved like Stephen's beautification project.



Volunteering is a great family or group activity and what better setting than Acton Lake and Hueston Woods State Park? Your efforts, like Stephen's, bring joy, wonderment, and beauty to the park. Your generosity is not only good for the park and lake, its profoundly good for your personal growth and health! Volunteerism builds social connections, improves our community, and promotes happiness.

ONDR says there is almost always a need for volunteers in Ohio's parks and marinas. Teens age 16-18 can volunteer with parent permission, under 16 will need their parents to volunteer with them. Non-profits like HSA can volunteer together also!

How to Apply: Kathryn asks you call and fill out a volunteer agreement. The agreement will specify what duties you propose and a work schedule. Easy!

HSA's Championship Racing History in *Sailing World Magazine*



In the category of “who knew,” Jerry Callahan announced at HSA’s Fall Brunch that Acton Lake and HSA are going to be famous. Alan Glos, formerly an HSA member, has written an article for *Sailing World* magazine regarding small lake sailing. He recently sent a note to the Callahans thanking them for their help in editing this upcoming article on “Puddle Sailing” at Acton and letting them know it will be in the next issue!

Alan, pictured here in an article for the same magazine last August, tirelessly tracked down and restored the oldest Rhodes Bantam in existence—the same class of boat he won two national championships in. If you read SW’s *In Search of the Missing Bantam* be warned you’ll find yourself planning a trip to learn more about Philip Rhodes’ classic 14 ft one-design sailboat and see its Skaneateles Lake birthplace and museum yourself. www.skaneateleshistoricalsociety.org.

In school, Alan honed his -R-B- sailing skills at Acton Lake back when HSA had a large fleet of them. He won the Rhodes Bantam International Regatta in 1981 and 1983, with his late son Daniel as crew, and our shifty-winded “puddle” lake no doubt played a big part in their championships.



photo by
Gene Gissin

A decade earlier, also on Acton Lake, HSA member Elliot Hilsinger, honed his skills in a Rebel 16. His family had moved to Cincinnati from Coldwater Lake in Michigan. HSA had many of the popular Rebels (it was the first production fiberglass boat built in the USA). In 1971 (at Deep Creek Lake, MD) and again in 1973 (at Rush Creek, TX) he leveraged what our swirly winds and short-legged races taught him to take home these Rebel National Championship trophies with crewmember Jay Piper.

Jerry Callahan grew up sailing on Cass Lake in Pontiac, Michigan. He started crewing at age 7 but soon started skippering at age 12. Each day after sailing his father held a seminar where he analyzed what Jerry had encountered that day. Attending Miami U., he began sailing when Acton Lake opened and joined HSA. He sailed a Penguin, a Thistle, then a Y-Flyer where he thought the best competition was. In his second year of attending the Y-Flyer Nationals, 1966, he won the Y Nationals on Alton Lake near St. Louis. He won his second Y Nationals in 1968 on Grande Maumelle Reservoir near Little Rock, Arkansas. In 1972, he won his third Y Nationals on Geist Reservoir in Indianapolis. And yes, JoAnn was his crew in all these wins and as Jerry said “I couldn’t win without her--great crew and partner!” Puddle lake wisdom indeed!

from the Ms. Goodwinch column as seen in *Mainsheet* (Olson 30)

The bartender at the yacht club notices that a sailor comes in and orders three beers. He drinks them down one by one while sitting there laughing and chuckling to himself. The bartender is curious about this unusual behavior and asks the sailor about it. He explains, “My two best sailing mates moved away and I miss the good times we had drinking together. So, every now and then I have a beer for each of us and I think about old times.” The bartender is touched by the tender sentiment and the feelings of camaraderie of sailing. However, several weeks later he happens to notice the man is ordering only two beers at a time. He says, “I notice you’re only drinking two beers now. Did something happen to one of your sailing mates?” “No, they’re okay,” he answers, “It’s just that I recently stopped drinking.”

**Reprinted SNAX joke,
The Sailing Newsletter Article
eXchange**

HSA's "Sailing Skills Ladder"

One of the most common questions we get from new sailors at HSA is "how do I improve my skills." Our cadre of Intro to Sail and Learn to Sail program graduates has grown over the last couple of years thanks to the hard work of Sailing Instructor Coordinator, Brett Hart, and volunteer skippers. Many graduates ask their instructors what comes next and what can they do to become better sailors.

Well, the good news is that you don't need the proverbial 10,000 hours under your belt to become proficient at sailing! Our introductory programs, with foundational material developed over decades by our experienced members, and kept up to date by our three US Sailing certified instructors, are the first rung on the "skills ladder of progression" at HSA.

Occasionally, new members have adopted an orphan boat (ask Mike Stratton about this noble pursuit) and want to take her out on Acton Lake with minimal drama. More often though, our new members do not have a boat but know HSA has a few club boats (see right). They also know we have instructors with a variety of experience they can tap into for advice—advice needed for the second rung of their progression ladder, Sunday dinghy or day-sailor sailing.

Sunday afternoon sailing with HSA provides a social safety net while getting out on the water. Whether single-handing a Sunfish or sailing with a partner or friend on one of our Capri 14s, new sailors build skills progressively under the friendly eyes of experienced sailors and the Race Committee crew. Every Sunday's wind is different—differences that grow and test skills that were introduced during the first ladder rung of training. Sailing on Sundays, even if you opt out of racing, is a safe way to build skills and a mandatory step when first using a club boat.

Finally, when you learned to ride a bike, riding multi-gear models came after you mastered your single-speed coaster bike. In much the same way, new HSA sailors first master the Sunfish and/or Capri 14 before moving on to more sophisticated boats like our Precision 18 cruiser—a boat with more systems to understand on top of basic sailing skills. This optional third rung of the skills ladder is for those dreaming of owning a cruiser someday and sailing in bigger waters.



Sunfish



Capri 14



Precision 18

Executive Committee Highlights

Commodore – Amy Marks amymarks00@gmail.com
Vice Commodore – Darrilynn Brewster luv2readmom@gmail.com
Rear Commodore – Bill Molleran bill.molleran@gmail.com
Treasurer – Roger Henthorn rrh2699@gmail.com
Secretary – Dom Everaet Dominiek.Everaet@esko.com
Harbor Master – Don Fecher dfexskip@aol.com
Past Commodore – Laura Peters petersle1@yahoo.com
Newsletter Editor – Joe Fulford fulford.joseph@gmail.com
Sailing Instructor Coordinator – Brett Hart brettrhart@aol.com



The Executive Committee and almost two dozen other club members enjoyed a hearty brunch spread (as illustrated by Dennis Hensley's colorful fruit tray) organized by Vice Commodore, Darrilynn Brewster, and co. Afterwards, Commodore Amy Marks formally recognized the exemplary rescue efforts of Roger Henthorn, Bobbie Bode, Eric Anderson, Brenden Draper, and the others that rose to the occasion in the aftermath of a severe pop-up thunderstorm on July 14th's Camptown Races Sunfish regatta—a storm that capsized nearly all the boats out that day. As noted by some of the long-time members, this storm was on par in severity with only one other in the club's 68 years of existence. In the wake of this storm, the Exec Committee met with that R/C crew to capture lessons learned so as to further strengthen and ensure continued safety on the water. For R/C crews that have not been storm-tested, HSA has now drafted a Water Evacuation Plan (see next page) that reflects those lessons learned.

In other news, JoAnn Callahan has once again made new rain covers for the R/C boat's storage consoles! She is a bit short on material to finish them so if you have an old sail sitting around gathering dust, please donate it to her so it can live on at Acton Lake in another role. Many thanks, JoAnn!



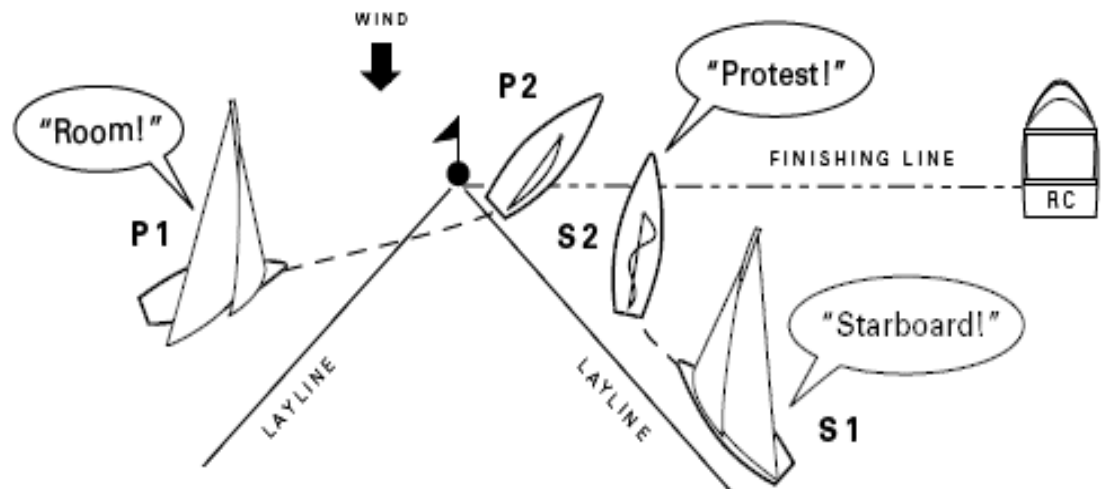
Exec Committee Highlights – Draft Water Evac Plan

HSA Water Evacuation Plan

Normally, when weather at Acton Lake begins to deteriorate and ceases to be safe for sailing, Race Committee crews have plenty of time to end activities and send everyone back to the safety of the docks. When the weather deteriorates more rapidly and dangerously than expected, extreme “water evacuation” measures must be taken expeditiously. In these instances, the Race Committee Crew must enact this plan:

1. The Race Committee declares a water evacuation by sounding three long horn blasts.
2. Upon declaration, skippers must make the following decisions based on their circumstances and capabilities:
 - **Sail to the dock.** Once safely on the dock, inform the Race Committee of your safety and await confirmation before leaving the area.
 - **Sail to the beach.** Wait until it's safe to proceed to the dock. Once on the dock, notify the Race Committee of your safety and await confirmation before leaving the area.
 - **Sail to nearest shore.** Wait until it's safe to proceed to the dock. Once on the dock, notify the Race Committee of your safety and await confirmation before leaving the area.
 - **Stay with your boat:** Immobile sailors on capsized boats who cannot sail to the beach, shore, or docks need to stay with their boat and await assistance.
3. The primary focus of the Race Committee Boat and Rescue boats is to check on all **immobile sailors**:
 - Skippers may choose to remain with their boats or board rescue/committee boats.
 - The Race Committee Boat is responsible for tracking the status of immobile sailors. The rescue boat informs the Race Committee of the status of each immobile sailor (safe with boat or on rescue boat).
 - Do not prioritize righting boats until all immobile sailors are checked and confirmed unharmed.
 - Note: Sailors may be sheltered under the capsized boat; RC knocking on the hull will alert the sailor that the safety boat is next to their capsized boat.
4. Once all immobile sailors are confirmed safe:
 - The Race Committee shifts focus to locating all sailors who were present before the evacuation (check beach and contact dock).
 - The rescue boat begins assisting immobilized sailors in righting or fixing boats. Priority is not given to securing or collecting unmanned boats.
5. If conditions on the water are deemed too dangerous to continue with Steps 3 or 4:
 - The Race Committee and rescue boats should head to land and promptly call 911.
6. Once it is safe to be on the water, unmanned boats will be collected.

US Sailing Quiz



Quiz Question: Boats P and S, racing to an upwind finishing line, are approaching the left-end finishing mark on opposite tacks. S is sailing a close-hauled course on the starboard-tack layline to the mark. P has overstood the port-tack layline and is sailing about 10 degrees below a close-hauled course. S hails, “Starboard!” and P hails, “Room!” S avoids P and protests. In the protest hearing, P claims that she was not sailing close-hauled and therefore she was not on a “beat to windward,” and that she did not need to tack to finish (i.e., to sail her proper course). Therefore, she was entitled to mark-room from S. You are on the protest committee; how would you decide this?

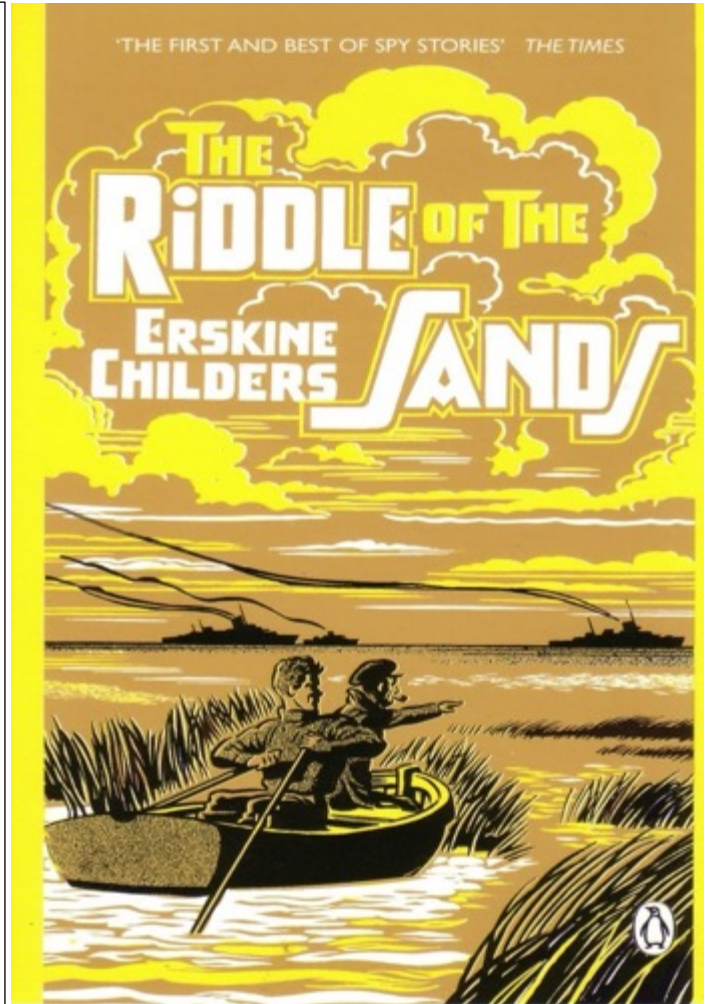


Answer: Boat P is disqualified. She fails to keep clear of Boat S under rule 10, On Opposite Tacks. Rules 18.1(a) and 18.1(b), Mark-Room: When Rule 18 Applies, state that rule 18 does not apply when boats are on opposite tacks on a beat to windward, or when the proper course at the mark for one but not both of the boats is to tack. Clearly P does not need to tack to sail her proper course (i.e., to finish as quickly as possible; see the definition Proper Course). **But** S and P are both on a “beat to windward” because they are sailing to an upwind mark and the reason they are not both sailing close-hauled courses is because P has overstood the close-hauled layline to the mark. **Therefore** rule 18 does not apply and P must keep clear of S under rule 10, which she fails to do. (See World Sailing Case 132.)

(This quiz was excerpted from *Dave Perry's 100 Best Racing Rules Quizzes* available from US Sailing. For a comprehensive explanation of the rules, read Dave Perry's *Understanding the Racing Rules of Sailing through 2024*, which is also available from US Sailing. Permission to reprint this quiz for non commercial use is granted by the author.)

Book Review: *The Riddle of the Sands* by Erskine Childers

Looking for a good summer read? In the early 1900s there was a mini boom of published literature called Invasion Novels. This “invasion” novel by Erskine Childers was so well researched and detailed in its sailing accounts in/around the East Frisian Islands (see below) that it bolstered its plausibility, and huge success! *The Riddle of the Sands* starts off as a yachting holiday but ends with the two British sailors delving into derring-do spy territory. You won't help but think of Jerry Brewster and Mark Costandi's summer yachting adventures last year along the east coast. Perhaps they noticed riddles in the sands of the Intercoastal and will write a hugely popular invasion-genre book and make a sailor-spy movie also. Anyway, the sailing passages describing the intricate and confusing inter-island pathways with nefarious types lurking about (think Middletown navigation on your way to Acton Lake) are in the high page-turner category of writing. This book is credited as the first modern thriller and rated #2 of classic spy novels behind Kipling's *Kim*. Sailboats, spys, and sailors—a jolly good sea yarn.



Intro to Sail Partners: Move Beyond Surviving, Miami U. Outdoor Pursuits and the Breast Wishes Foundation



From *Acton Action* newsletter editor emeritus, Mike Stratton:

HSA TURNS OUT FOR RECORD SETTING INTRO TO SAIL

With over 30 participants and a huge fleet of boats, the club yesterday fielded a record turnout for the July Introduction to Sail session. Organizer and maestro of the ITS maelstrom, Brett Hart, handled logistics for the event, the third of the summer, and led the hopeful prayers for wind. They were answered. A forecast of 3-4 mph instead turned out to be 5-8, changing a threatening drifter into dreamy day-sailing. The lake was crowded with sailboats enjoying wind that came straight down the lake from the northwest, a condition that tames the shifts and allowed participants to take the tiller with relative ease. Few if any at HSA could remember a better day for learning to sail. One of the reasons for the large turnout was the participation of a breast cancer survivor group supported by Dr Kelly McLean of the non-profit Move Beyond Surviving, Jen Ryan Siliko of the Miami University Outdoor Pursuits Center, Leigh Ann Fulford with the Breast Wishes Foundation and HSA members Dawn Gunter and Darrilynn Brewster who designed and made commemorative buttons/stickers at Washington-Centerville Public Library's Creativity Commons for the group. There were 25 skippers out on the water, also a record for the club.

Well done, HSA!

(Photos courtesy Leigh Ann Fulford.)



Intro to Sail, Continued



Spring Series Standings!

HSA 2024 Spring Series Hueston Sailing Association

Updated July 8, 2024

Handicap Fleet

Sailed: 14, Discards: 7, To count: 7, Rating system: USPN, Entries: 19, Scoring system: Appendix A

Rank	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	Total	Net
1st	Bill Molleran	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	1	(20 DNF)	1	4	1	1	1	1	(20 DNC)	(20 DNC)	150	10
2nd	Jerry Brewster	(20 DNC)	(20 DNC)	(3)	(3)	(4)	2	(4)	1	(3)	2	2	3	1	3	71	14
3rd	Stephen Cook	6	6	(7)	(7)	5	4	(20 DNC)	(20 DNC)	7	(8)	(20 DNC)	(20 DNC)	2	2	134	32
4th	Dominiek Everaet	3	4	4	4	(20 DNC)	(20 DNC)	2	3	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	180	40
5th	Bob Taylor	5	5	5	6	(7)	5	7	7	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	167	40
6th	Diane Pierok	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	5	2	5	4	(20 DNC)	(20 DNC)	3	5	184	44
7th	Joe Fulford	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	3	5	2	7	(20 DNC)	(20 DNC)	5	4	186	46
8th	Jackie Guntle	(20 DNC)	(20 DNC)	6	5	8	7	6	6	10	(11)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	179	48
9th	Brian Callahan	1	1	1	1	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	204	64
10th	Laura Peters	2	2	2	2	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	208	68
11th	Brett Hart	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	4	3	(20 DNC)	(20 DNC)	4	1	212	72
12th	Scott Eversole	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	6	6	3	2	(20 DNC)	(20 DNC)	217	77
13th	Bob Fletcher	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	2	6	(20 DNC)	(20 DNC)	11	10	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	229	89
14th	Lauren Anderson	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	6	1	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	247	107
15th	Ken Wright	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	4	3	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	247	107
16th	Mike Stratton	4	3	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	247	107
17th	John Bridgman	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	8	5	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	253	113
18th	Jim Milks	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	9	9	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	258	118
19th	Noah Everaet	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	12	20 DNS	(20 DNC)	(20 DNC)	(20 DNC)	(20 DNC)	272	132

Catamaran Fleet

Sailed: 11, Discards: 5, To count: 6, Rating system: USPN, Entries: 3, Scoring system: Appendix A

Rank	Sail No.	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	Total	Net	Notes
1st	71130	Don Fecher	(1)	(1)	(1)	(1)	1	1	1	1	1	1	(2)	12	6	Hobie 16
2nd	Striped	Guy Hemmer	(4 DNC)	(4 DNC)	(4 DNC)	(4 DNC)	2	2	2	2	(4 DNC)	4 DNC	4 DNC	36	16	Prindle 16
3rd	107679	Joe Buchert	(4 DNC)	(4 DNC)	(4 DNC)	(4 DNC)	(4 DNC)	4 DNC	4 DNC	4 DNC	4 DNC	4 DNC	1	41	21	Hobie 16

Y-Flyer Fleet

Sailed: 12, Discards: 6, To count: 6, Rating system: SBR, Entries: 8, Scoring system: Appendix A

Rank	Sail No.	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Total	Net
1st	2702	Pete Peters	Rose Schultz	1	(3)	(3)	(3)	(9 DNC)	(9 DNC)	1	1	1	1	1	(2)	35	6
2nd	2699	Roger Henthorn	Bobbie Bode	(3)	1	1	1	1	(3)	(2)	2	(9 DNC)	(9 DNC)	(3)	1	36	7
3rd	2731	Charlie DeArmon	Amy Marks	2	2	(4)	(4)	3	1	(9 DNC)	(9 DNC)	(9 DNC)	(9 DNC)	2	3	57	13
4th	2740	Mike Stratton	Them	(9 DNC)	(9 DNC)	2	2	2	2	(9 DNC)	(9 DNC)	(9 DNC)	(9 DNC)	9 DNC	9 DNC	80	26
5th	2537	Eric Anderson	Leda Anderson	4	4	5	5	(9 DNC)	(9 DNC)	(9 DNC)	(9 DNC)	(9 DNC)	(9 DNC)	9 DNC	9 DNC	90	36
6th	2380	David Parrott	Dane Warner	5	5	(9 DNC)	(9 DNC)	5	5	(9 DNC)	(9 DNC)	(9 DNC)	(9 DNC)	9 DNC	9 DNC	92	38
7th	2384	Curt Donahue		(9 DNC)	(9 DNC)	(9 DNC)	(9 DNC)	(9 DNC)	(9 DNC)	9 DNC	9 DNC	9 DNC	9 DNC	4	4	98	44
8th	2676	Brett Hart	Maggie Hart	(9 DNC)	(9 DNC)	(9 DNC)	(9 DNC)	4	4	(9 DNC)	(9 DNC)	9 DNC	9 DNC	9 DNC	9 DNC	98	44



Handy Sailboat Definitions:

BOAT: Break Out Another Thousand

YACHT: Your Account Can't Handle This

Chart: Map showing how you ran aground

Freeboard: Food/drink supplied by skipper

Swell: A wave that is just grand

Sailboat Race: Two sailboats going in same general direction

Crew: Any indication from the skipper on what he'll do next

Beating: Replaced flogging to improve crew performance upwind

Anchor light: Small device designed to discharge battery by a.m.

Jibe/Gybe: Common way to get unruly guests off your boat

Great Circle Route: Boat's course when rudder is slightly jammed

Boats for Sale... (Club Evaluation or Endorsement Not Implied. Caveat Emptor)

HSA, like all boat clubs, has a healthy community of sailors looking to either sell or buy a boat. Some sailors move up to more complex boats while others are simplifying their lives or changing fleets. Our webmaster is always happy to post a note on our "bulletin board" for you at this link: www.huestonsailing.com/HSA_Bulletin.html but in this issue we bring *club* boats to you! Our FaceBook page also mentions boats for sale.



Capri-14:

- One is for sale and the asking price is \$1,300, as is
- The sails, rudder, cover, trailer, and related equipment comes with the boat
- If the buyer is not an HSA member, the boat is to be removed from the dry moorage area within a week after purchase

Sunfish:

- Three are for sale and the asking price for each is \$400, as is
- Equipment: wooden daggerboard, wooden rudder, and rig with a recreational sail
- Does not include a trailer or dolly, nor a racing board, racing sail, sail bag, or boat cover
- If the buyer is not an HSA member, the boat is to be removed from the dry moorage area within a week after purchase

