

Acton *Action*



October
“Haul-Out” Edition

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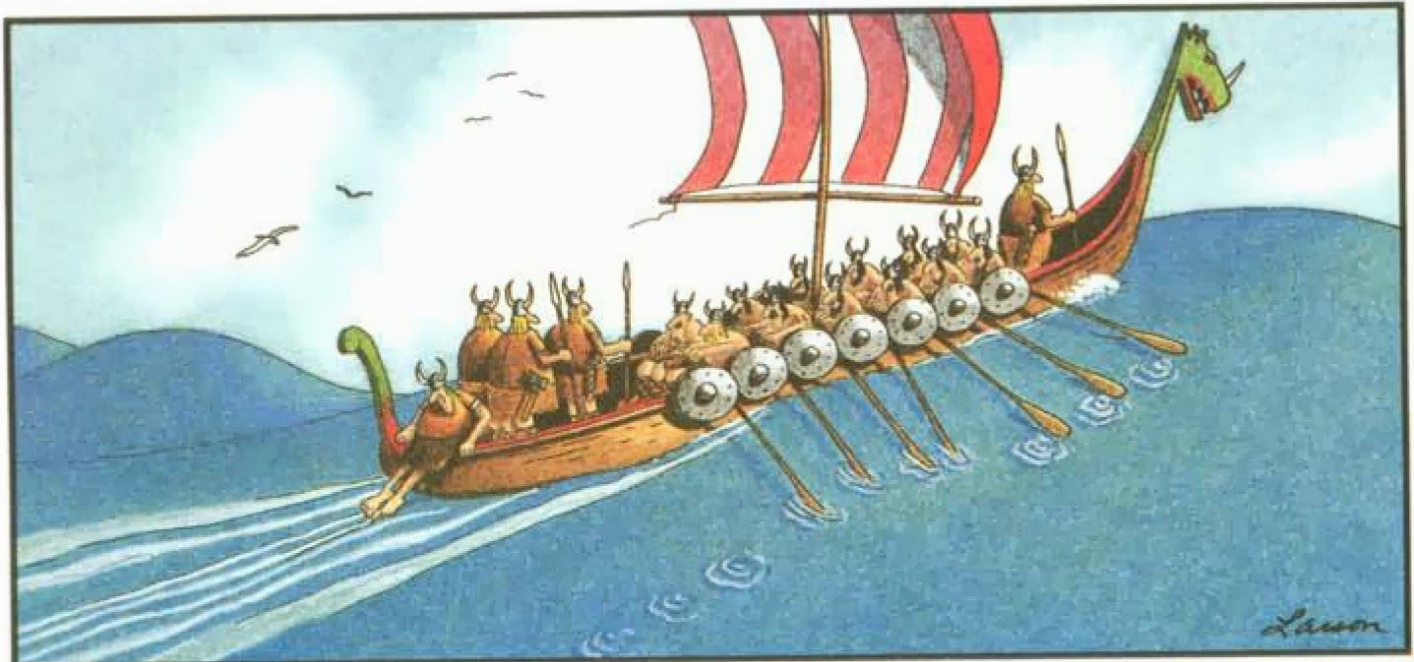


Annual Barn-N-Bunk Awards Banquet—Have You RSVP'd?

Hueston Sailing Association's annual awards banquet is just days away—Saturday, November 2nd. Our Vice Commodore, Darrilynn Brewster, is in the final stages of planning this big event. Although the deadline was a few days ago, if you have not already responded, yay or nay, please be the good guest to our gracious host and still call or email her. The evening will start at 6 pm with Amy Marks and Charlie DeArmon hosting their traditional and exceptional wine tasting before dinner at 7 pm. This year's Barn-n-Bunk dinner menu includes: Boneless Chicken, Pulled Pork, Green Bean Almondine, Broccoli with Cheese Sauce, Tossed Salad, Dinner Rolls with Butter, Chocolate Cream Roll with Ice Cream. Beverages: Coffee, Iced Tea, Lemonade, Water. Cost: \$29/person. Address: 3677 Wayne Madison Road, Trenton, OH

After dinner, HSA will recognize its best sailors by fleet and award its five perpetual trophies for up-n-coming challengers, sportsmanship, and exemplary service. In addition, our treasurer will present an October snapshot of the club's finances and the 2025 slate of Executive Committee officers you voted on will be announced. Tentative nominees are below. Come on out, relax, and drag your feet in the water!

Commodore – Joe Fulford fulford.joseph@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 – Amy Marks amymarks00@gmail.com
Newsletter Editor – Jackie Guntle jackieguntle@live.com
Sailing Instructor Coordinator – Brett Hart brettrhart@aol.com



Executive Committee End of Year Updates and Finances

Rescue Boat News: The Exec Committee would like to thank Stephen Cook for finding the Red Rescue Ranger. Free “barn finds” like this one generally stay hidden for decades and we were lucky to have Stephen coax it out of its secret lair. Unfortunately, although this boat fits the bill for coaching and towing, it has a foredeck that makes it more difficult and less safe to employ as a rescue boat. Many talents were leveraged in the Cook’s greenhouse-turned-workshop to get the engine running and the interior/exterior restored. The Harbor Master and Exec Committee reluctantly and with heavy hearts will be giving this boat back to Stephen for his own use. The club very much regrets it was not able to use this beautifully redone boat. Bravo Zulu to Stephen, Dave Judy, Roger Henthorn, Bobbie Bode, Mike Stratton and all those still involved in the continued search for our replacement rescue boat. Please contact Don Fecher for leads you might have on a turn-key open-bow tri-hull. That unicorn is waiting for us somewhere in its secret garden.

Other Donations: Recently, a 1977 O’Day 22 cruiser was donated to the club for our “learner” fleet. After careful consideration, the Executive Committee, with guidance from our Sailing Instructor Coordinator, has decided to let go of this “project” boat as it will require *significant* hours of volunteer time to restore. HSA already has a Precision 18 cruiser learner boat that fits our training needs so although we are very grateful for the donation, we will leave it to others to clean/restore. In ironically-related news, a nearly new pressure washer was accepted by the Harbor Master as a very handy piece of equipment for club member’s boat hulls. New O’Day 22 project boat owners, and all others, must see Don Fecher prior to use.

Finances: Our long-time treasurer, Roger Henthorn, is working through end of season accounting receipts but will provide the figures below, as required by HSA’s charter, at our annual banquet. He notes that recent Learn to Sail fees have built up our reserve account just in time for some big-ticket expenses—expenses for boats & equipment, training, insurance, licenses, and refurbishments due this off-season. Funds on hand as of now: Membership: \$4,934; Learn to Sail: \$7,495; Equipment: \$6,809; Reserves: \$17,190. Searches for a rescue boat, as Roger and Don have been finding out, indicate significant costs lie ahead.

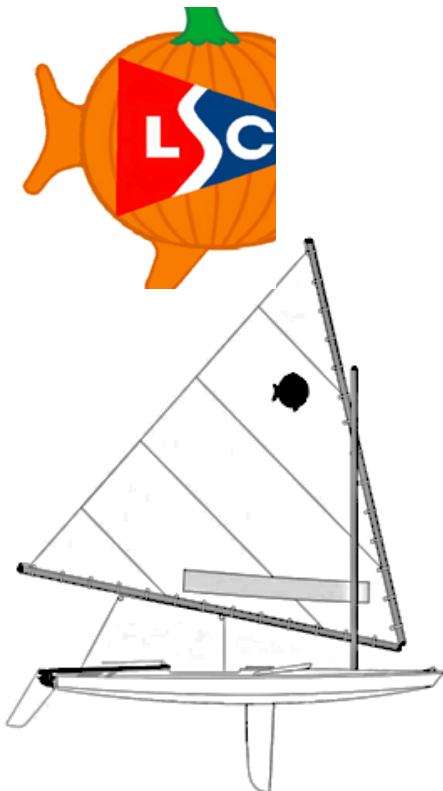


HSA's Growing Sunfish Fleet – Time for a Dedicated Sunfish Start?



At the 9th Annual Pumpkin Regatta hosted by the Louisville Sailing Club, HSA not only competed but won the top three spots! Mike Stratton took first, Laura Peters took second, and Dom Everaet took third. Noah Everaet, competing in his first away regatta, was awarded an LSC shirt and generously given a sail and spars for his recently purchased HSA Sunfish—thanks LSC, and congrats to our club ambassadors!

As seen above, Acton Lake's shifty winds and HSA's growing competitive Sunfish fleet continues to provide the perfect environment for building strong sailing skills. And, Sunday racing against not only a growing group of fellow Sunfish sailors, but also against large wind shadows from Flying Scots, Star Internationals, and Sage 17s, has generated skills, and the question, is it time for a dedicated Sunfish start? Talk among yourselves this off-season and let your Exec Committee know. Operators are standing by.



Hueston Woods State Park Bridge Work, and Scenic Detour

Here are the latest photos of bridge work going on near the marina. The big takeaway is marina visitors need to travel around the south side of the lake, then turn off as you would to get to the beach. Scenic! The signs indicate bridges will be complete this Spring but starting November 1st, the road at the campground entrance will be closed for a month. Pictures below don't do it justice but work has begun!



Winter Projects to Consider?

The Flying Scot and many HSA day sailers have small wood accents to give that warm nautical feeling on the lake (although we did see an absolutely gorgeous *all wood* 20 ft Celebrity day sailer, Blue Moon, return this year). Anyway, if you need to rejuvenate those tired bits (don't we all?), here is a Scots-n-Water magazine article on varnishing that nautical trim perfectly.



Off-Season Varnishing Projects, Courtesy SNAX, The Sailing Newsletter Article eXchange

The Art of Varnishing

by Jon Ingersoll, FS 2148 as seen in *Scots 'n Water*

We have all seen the bright work on a fancy sailboat and said to ourselves, "How can I make the woodwork on my Scot look that good?" Take heart, because it is possible. However, you have to be willing to be fanatical about "the method." Varnish, although a very old finish, takes a lot of attention to detail, and at any point in the process the finish can be compromised. Here is a method that has worked for me and will work for you, too.

If you are varnishing new wood

It is very important that you sand the surface of the wood until it is absolutely the same texture over the whole piece, yet still leave enough roughness to enable the finish to grab and bond to the piece. It doesn't pay to use sandpaper with grit finer than 220 on new wood. Do not use steel wool - it is impossible to get all the broken strands off the piece, and they will show on your finish even after 10 coats. Electric sanders are great - especially orbitals. Do not use a belt sander because it will take far too big a bite. Any "digs" or "trenches" will show later.

After removing the rough stuff, finish the surface by hand sanding with a sanding block in the direction of the grain to make the surface as flat as possible. Use a tack cloth after this sanding and sanding every coat. Just lightly wipe over the surface of the piece - but be sure to cover the whole surface. This insures that the surface is not holding any dust that will cause you fits later.

If you are re-finishing a previously varnished or finished piece

Use an orbital sander to remove the finish to the point where it is a hard, smooth surface. Then sand in the direction of the grain by hand with the sanding block. Again, a grit of 220 is sufficient here. Do not dip into raw wood if you can help it, but do get the whole surface to a point where it is a dry, flat and even surface. If you dip into raw wood, you have to treat the whole surface as if it is raw wood.

Raw wood needs to be sealed in order to make a flat surface, and the best sealer I have used is the West System. It is sometimes difficult to use because it bonds with a chemical reaction that heats and causes the air in the wood pores to expand, thus causing bubbles on the surface. Sand this off to the flat surface of the wood. Use the tack rag to remove dust. A second coat applied will build a clean, flat surface that will act as a foundation for the varnish. Remember to use 320 grit sandpaper with the sanding block.

The next key to a good finish is to locate the most "dust-free" environment you can find in which to apply the coats of finish. Every stray dust particle floating in the air will land on your glassy surface and will show forever. I use a corner of the cellar that is away from foot traffic and painstakingly vacuum the area, including the ceiling. Then I let the dust settle for a day before I use the area.

I use either Epiphanes Varnish or Z Spar Flagship 2015, with Epiphanes 333 brushing liquid for thinning and better flow-out. I prefer to use disposable foam brushes, which are perfectly suited for the job. Use a new foam brush for every coat. Never dip the brush into your can of varnish - pour some varnish into a smaller container (clean yogurt cup) and close the varnish can. This will go a long way to minimizing dust particles in your finish.

When applying the varnish, always brush from the dry area into the finished coat. This helps keep the finish even and limits brush marks and thin spots. Parallel overlapping strokes are best for coverage and even depth. Dry the coat of varnish for at least a day.

After each coat, the surface should be wet sanded with plenty of water. Use a hand-held drywall sander with 320 grit wet-dry paper and *lightly* go over the surface. You want to minimize the amount you remove while roughing the whole surface. Be especially careful on edges - it is easy to sand too deeply on corners. If you develop drips or sags with the last coat, mark the high part of the drip with a magic marker. It is difficult to see drips or sags when a surface is wet. It is also important to remove all of the dust and sanding residue after each sanding. Use plenty of water and a sponge or squeegee. Then, once it is dry, take the piece back into your finishing area and go over it with the tack rag. Now it is ready for the next coat.

To get the wonderful deep glassy look, I like to put on at least eight coats of varnish and on occasion have put on up to sixteen coats. After eight coats, I start looking for a glossy surface that shows no dust or other imperfections. As soon as I am satisfied with the finish - I stop. That's it. My father has a saying that has always stayed with me: "A good artist knows when to stop." I think this is especially applicable to varnishing.

If the surface was prepared correctly and each coat adhered correctly, the varnish will be a UV protecting tough finish that will last for 7 - 10 years. If the surface becomes scratched or less glossy in a few years, a maintenance coat can be added. Be sure to sand lightly with 320 and follow the application directions above. There isn't much wood used in building a Flying Scot, but you can make it one of the most beautiful features of your boat.


HSA Committee Boat Gets Some (More) TLC!



The much loved but well-worn HSA Committee boat went thru some maintenance repairs and modest upgrades last year including some serious console work, an added USB port, and a lake water temperature sensor for those hypothermic April races. It also got a new set of “sails” courtesy of JoAnn Callahan who recycled some canvas for re-covering the various wooden storage and controls consoles onboard. As the race signal cans are about to fall off and the wiring in the mast needs a do-over, a group of volunteers came forward on Sunday, October 27th to begin more off-season “dry dock” repairs. One volunteer leveraged an undiscovered skillset in successfully taking apart ~47 rolls of electrical tape that some over eager retired engineer had wrapped around wiring near the base of the mast. Speaking of the old two-piece mast, it is getting a replaced with a non-spliced one that Dave Judy purchased from an old dry moorage area boat! We will also find a better PA speaker for this set-up and freshen up of the HSA signage. A beautiful cool day with leaves changing colors provided the perfect backdrop for Dave, Roger Henthorn, Bobbie Bode, Don Fecher, Joe Fulford, Pete Peters, and Charlie DeArmon to get that mast down and begin the deep overhaul. The team even got the Precision 18 “learner cruiser” mast down and tarped over. It was a grand day out!



RSVP Mike! November and December Webinars Announced



DAVE DELLENBAUGH *SAILING*

David Dellenbaugh is a champion helmsman, tactician, author, coach, rules expert and seminar leader who has spent his career helping sailors sail faster and smarter. Here are the learning resources that he has created to help you improve your racing skills.

Mike Stratton is circling the wagons and looking for all the usual suspects to attend this off-season webinar—a webinar as American as apple pie. Dave Dellenbaugh keeps it real and never passes the buck when he is shooting the breeze about sailing rules. This four-part series costs just \$30 sawbucks if we get the group discount of ten signups and knock it out of the park. Most would give 110% to attend these webinars and HSA members usually come together because there is no “I” in team when it comes to getting on the same page and rallying the squad. It is all hands on deck for four 8pm sessions on November 18th and 25th and December 2nd and 9th. So, if you want to pull your weight and stay out from behind the eight ball join the many hands to make light work by contacting Mike Stratton before Wednesday, October 30th. (And yes, Beverages and Boats will return to Hueston Woods Lodge during the depths of winter, Jan-Mar)



A 4-part webinar series about the new **2025-2028 RULES!**



With Dave Dellenbaugh
Everything you need to know about changes in the new rulebook, so you can sail smart in 2025 and beyond!

Nov 18	New Rules Part 1	8 pm
Nov 25	New Rules Part 2	8 pm
Dec 02	Brain Teasers	8 pm
Dec 09	Questions & Answers	8 pm

Price: \$55 (\$60 after 10/31) All times US Eastern
Includes: 1) Four live webinars; 2) A link to all the webinar Quizzes and Q&As; 3) Unlimited access to the **Full Replays** of all four sessions.



\$55 (\$60 after Oct 31) Includes: 1) four live webinars; 2) unlimited access to the **REPLAYS** of all four sessions (in case you miss any or would like to review them in the future); and 3) a link to all the Quizzes and Q&As from the series.

Don't be caught by surprise when the 2025-2028 racing rules go into effect on January 1! This new four-part webinar will give you an in-depth explanation of all the significant changes in the new rulebook. Learn how the new rules change your rights and obligations in relation to mark-room, obstructions, contact, barging, proper course, tacking in the zone, hailing for room to tack, and more. Plus we'll cover the reorganized rules about protest and hearing procedure. The series will be designed for both skippers and crews who have intermediate or advanced rules knowledge.

The sessions are all on Mondays (starting November 18) at 8:00 pm US Eastern time (GMT -5). Each runs about 90 minutes and includes video, quizzes, photos, diagrams, charts, etc. Participant questions are welcome.

Top 3 Sunfish Regattas

Includes Founders Day (2 races), Camptown (3), Augusto! (4) and OktoberFast (5 races)

Sailed: 14, Discards: 7, To count: 7, Rating system: USPN, Entries: 27, Scoring system: Appendix A

Rank	Sail No.	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	Total	Net
			Founders' Day		Camptown Races			Augusto!				OktoberFast						
1st	78255	Bill Molleran	1	(8)	1	1	(28 DNF)	(6)	(7)	(3)	1	(2)	2	1	2	(3)	66	9
2nd	78831	Brian Callahan	(28 DNC)	(28 DNC)	3	(28 DNF)	1	(8)	(4)	1	(7)	1	(7)	3	1	1	121	11
3rd	78557	Mike Stratton	2	1	2	2	3	(7)	3	2	(5)	(10)	(11)	(7)	(5)	(6)	66	15

Top 3 Y-Flyers Spring and Fall

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

Sailed: 14, Discards:7, To count: 7, Rating system: SBR, Entries: 10, Scoring system: Appendix A

Rank	Sail No.	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	Total	Net
1st	2702	Pete Peters	Rose Schultz	(2)	1	1	(2)	1	1	(3)	(2)	(11 DNC)	(11 DNC)	1	1	(2)	1	40	7
2nd	2699	Roger Henthorn	Bobbie Bode	1	(4)	(2)	(3)	(4)	(4)	2	(3)	1	1	2	(3)	1	2	33	10
3rd	2740	Mike Stratton	Them	(4)	(2)	(3)	1	2	(5)	1	1	2	2	(3)	2	(3)	(3)	34	11

Top 3 Handicap Spring and Fall

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

Handicap Fleet

Sailed: 14, Discards: 7, To count: 7, Rating system: USPN, Entries: 24, Scoring system: Appendix A

Rank	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	Total	Net
1st	Laura Peters	(25 DNC)	(25 DNC)	(3)	(2)	1	1	(25 DNC)	(25 DNC)	(2)	1	1	1	2	1	115	8
2nd	Brian Callahan	2	1	2	1	(25 DNC)	(25 DNC)	1	1	(25 DNC)	(25 DNC)	(3)	2	(3)	(3)	119	10
3rd	Dominiek Everaet	(5)	(3)	(5)	3	2	2	2	2	1	2	(25 DNC)	(25 DNC)	(4)	(5)	86	14

Top 3 Catamaran Spring and Fall

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	4 DNC	41	21	Hobie 16

Sailed: 6, Discards: 1, To count: 5, Rating system: USPN, Entries: 3, Scoring system: Appendix A

Rank	Sail No.	Skipper	R1	R2	R3	R4	R5	R6	Total	Net	Notes
1st	71130	Don Fecher	(1)	1	1	1	1	1	6	5	Hobie 16
2nd	51937	Kevin DeArmon	(4 DNC)	4 DNC	4 DNC	4 DNC	2	2	20	16	Hobie 16
3rd	Striped	Guy Hemmer	2	2	(4 DNC)	4 DNC	4 DNC	4 DNC	20	16	Prindle 16

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

HSA has a healthy community of sailors looking to sell or buy boats. 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 have some "learner" boats for sale! Jim Owens also has a handsome Melges 16 for sale.



Capri-14:

- One is for sale and the asking price is \$1,300, as is, according to Jerry Brewster
- 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:

- Two are for sale and the asking price is \$400, as is, according to Bill Molleran
- 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



A 1969 Melges M-16 Scow one-design is also for sale and parked in HSA's dry moorage for your inspection. This unique racing boat has dual retractable "bilgeboards" and dual rudders.

When sailing, the windward bilgeboard is retracted into the hull, so that it produces no drag. The leeward foil counters the lateral force of the sail. The bilgeboards are angled out so that as the boat heels they become more vertical, providing the greatest possible side force. Like a centerboard, the bilgeboard can be used as a recovery platform upon which to stand in the event the boat capsizes. It is just a clever boat all around.

The M-Scow, as it is also known, is fast and nimble and usually sails with a crew of two. Boat and trailer are restored with an all new teak splash rail and mahogany tillers. Jib and main sails in good shape and ready to go. Contact Jim Owens at 513-four six two-6305 or jim.owens606@gmail.com: Asking \$2,500, obo.

