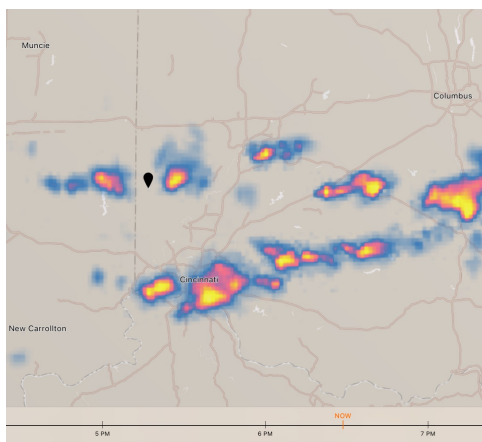


+ Action Action



Above: the storm cells put the squeeze on Acton Lake; top right, Roger on the board and Bobbie treading water; Bottom right, Mike and Michel, swim team.

INSIDE

PAGE 3 Stephen Cook tells us of his Lake Erie adventures and of one time he really got in trouble.

PAGE 6 Race Results from August 1st – the day the wind blew reaaaaaaal hard.

PAGE 5 Race Results from August 8 Fall Series

Upcoming Events

August 22 – AuGusto! Sunfish Regatta
Suds and Sailors at the Lodge

August 29 – CruiserFest 2021
Party on Dock A

September 5-6 Labor Day
Holiday Series

September 12 – 5th Fall Series
Suds and Sailors at the Lodge

September 26 – Around the
Lake Race

+ CruiserFest 2021

If it's August it must be time for Cruiser mania. This will be the 3rd installment of the popular event. The racing starts at 1:30 followed by the Big Party on Dock A, brought to you by Dave Judy, the Mayor of the Marina, and Jackie Allen, First Overlord of the Cruiser Council. Don't have a cruiser? Come to the party anyway. You're invited.

It Wasn't Fastnet, But...

By Joe Fulford

In 1979, the Royal Ocean Racing Club held its biennial Fastnet race from England to Ireland when a savage storm ripped through the fleet of racing yachts with 60 mph winds and 45 ft. waves.

In an Ohio kind of way on Sunday, August 1, summer storm cells swept south through Hueston Woods pushing unexpectedly strong winds ahead of them. HSA's sailors

were spared the rain and giant waves but even its most skilled mark-rounders were knocked down or had mechanical failures due to the unusually strong wind gusts.

Several boats ran for the beach or were blown there after breakages to be rescued by swimmers and/or fishing boats. Several capsized. White caps were in abundance.



Charlie DeArmon and Erica Nyberg, on a day meant for the hardy and the hearty, beat Mother Nature and the whole Y Fleet.

Hobie sailor Mark Costandi on his day on the water: "The starboard rounding of the marks was like driving in England!. A great day even with my capsizes. I truly was exhausted after all of it. My boat had heavy weather helm except when I needed it. After being able to right my boat after the second capsize by myself (I was proud of that), my tillers were pointing straight up and the tiller extension was backwards and dragging in the water. This had the unfortunate effect of acting like an autopilot, keeping the rudders straight and preventing it from turning into the wind. Trying to go back onboard of a fast moving Hobie is not easy!"

It Wasn't Fastnet But... (continued from page 1)

One rattled veteran racer estimated gusts well above 25 mph. Bill "Strong Winds Guaranteed If I'm R/C Chair" Molleran, Julie "Not This Again" Molleran, and Stephen "More Stress Than a Beekeeper with Angry Bees" Cook were on rescue duty and for the second time this season ran a high wind, high workload, pair of races.

Each should be commended for their hard work and coolness under pressure. The first race started on time at 1:30 pm and had winds recorded as 5.6-14.1 mph. The second race, which started at 2:40 pm, had winds recorded as 12.1-18.8 mph.

Our Flying Scot, the **Bonnie Lass**, laden with two extra passengers (known as

anti-knockdown ballast insurance in this story but in real life as my sister MaryBeth and her husband Mark from Louisville), got out on the lake early and enjoyed the beginnings of the wind before running to the safety of the marina just before the big blow hit race number two.

"We didn't capsize, but I'm wet from the neck down."

We had opted out of the day's racing but had a brief but great vantage point south of the race course. The Y-Flyers, Hobies, Sunfish and others moved (planed?) at hull speed and, with hiked-out crews and full sails, made quite the sight as each crew battled the wind and each other in close quarters while literally flying across the lake.

After retiring to the shore, we made our way to the upper beach parking lot to join Jerry and JoAnn Callahan who watched each rescue with keen interest via binoculars.

All six of us agreed it was truly a helpless feeling to see multiple sailboats capsized nearly simultaneously and several driven to the beach as we looked down on the course and the ongoing efforts of the rescue boats. We were glad to meet all club members at the dock safe and sound but they certainly were a beat up soggy looking bunch. The list of HSA-ers who had breakdowns, escaped to the beach, or capsized is lengthy.

One was heard saying, "We didn't capsize but I'm wet from the neck down."



Above, Zella on choppy water; top, Stephen at the tiller; far right, Stephen on deck with the tandem. All three pictures are from last August. At near right, the couple in their O'Day in 2003.

+Lake Erie Adventure

HSA's Stephen Cook Recounts His and Wife Zella's Trips to Kelly's Island. One Solo Experience in Particular Haunts Him

Kelly's Island

1. Glacial Grooves State Memorial
2. Scheele Preserve
3. Kelly's Island Historical Association
4. Charles Herndon Sculpture Garden
5. Inscription Rock Petroglyphs

Before you start reading this article, I suggest that you go to Google Maps on your phone, find Kelly's Island, and follow along.

Last August Zella and I spent 11 nights on our little Montgomery 15 visiting Kelly's Island just north of Marblehead in Lake Erie. When we got back, several sailors asked about our trip and were interested in what we have learned from visiting Kelley's Island over the years. This article is a response to those questions.

We have been visiting Kelly's Island nearly annually since we

were married in 1977. It's quiet, has a lovely state park, is bicycle friendly and is just four hours or so from here.

At first Zella and I went over on the ferry and camped. Later we took our children, then our boats. First a plywood OK Dinghy, then an O'Day Javelin, and most recently our Montgomery 15.

It is so different to sail on Lake Erie. There is the wave action, a much steadier wind, the vastness of it, and the possibility of going

(continued next page)

somewhere. The Canadian border is about 5 miles north of the north side of Kelly's Island. Middle Island is just north of the border, and the south side of Pelee Island is maybe 6 miles north of Middle.

"I was so excited to be on vacation that all common sense seemed to leave me."

My first big trip was from Kelley's to Pelee. Before 9/11 there seemed to be no border concerns on the lake. Boaters just roamed freely. I waited for a good forecast and sailed my OK Dinghy to the south shore of Pelee, where I pulled the boat up on the beach and set up a tent in the trees. I met a Canadian sailor who had learned about my arrival and spent some time with him touring the island and visiting his summer home, later returning to Kelley's and taking the ferry back to the mainland.

My first attempt to sail from the mainland to Kelly's island in the O'Day Javelin ended very poorly, but undeterred by that catastrophe I/we have made many successful trips since then.

That first attempt at not taking the ferry was in mid September 1996. I was so excited to be on vacation that all common sense seemed to leave me. I launched from a ramp which no longer exists east of

downtown Marblehead setting off at 7:15 p.m. I sailed in the lee of the island off the east side.

When I made Long Point at the northeastern tip and came out into the full force of the wind, it was dark. I managed to beat along the east side of the North Bay until I came past Camp Patmos where she capsized and turtled. I got her up on her side and the wind and waves took us up onto the rocks.

I got her upright and secured her as best I could. I was freezing. I left her bouncing on the rocks with each wave, and, bedraggled, I knocked on the camp door where they gave me dry clothes, a room for the night, and breakfast in the morning. I took the ferry back to the mainland, brought the car and trailer over, eventually floating the boat over to a semblance of a boat ramp, and took it out. She was heavily damaged.

I learned many lessons from that experience: 1. Always leave in the morning. 2. Check the wind and the weather right before you leave and think through how that relates to your destination. 3. Think about how long it is likely to take. 4. Keep some signal flares on your person at all times. If I had capsized on the east side of the island, I would've been in the water all night.

The most adventurous trip Zella and I took was from

the Mazurik Access launch ramps to a marina on the south bay of Pelee Island. We loaded our camping gear and tandem bicycle onto the O'Day Javelin and sailed the 20 miles or so on



"I was freezing. I left her bouncing on the rocks with each wave, and, bedraggled, I knocked on the camp door..."

a gorgeous beam reach in about 3 1/2 hours.

We spent some days camping and cycling around Pelee then Zella went back to Sandusky on the ferry because she had to go back to work, and the lake was too rough for us to sail her back. I waited until the weather settled and sailed back to Mazurik on my own.

Since then, we have been happy just to launch and leave our van and trailer at Mazurik, sail to the North Bay at Kelly's island with our bicycle. There we enjoy the island by swimming, sitting, sailing,

Continued next page

Race Results August 8

Y Fleet

1. Roger
Henthorn/Bobbie Bode
2 1 3

2. Pete Peters/Rose
Schultz 1 2 3

3. Mike Stratton/Glen
Nesbit 3 3 6

4. Charlie
DeArmon/Erica Nyberg
4 4 8

5. Eric Anderson/Leda
Anderson 5 5 10

6. Scott
Eversole/McKenna
Eversole 6 DNS 15

Handicap

1. Jerry Brewster/Alone 1
1 2

2. Stephen Cook 2 3 5

3. Curt Donahue 5 2 7

4. Dom Everaet 3 4 7

5. Landon Robertson 4 5
9

6. Lauren Anderson 7 6
13

7. Diane Pierok/Logan
Nesbit 6 7 13

8. Noah Everaet DNF
DNC 18

bicycling, and relaxing. We usually sail around the island a time or two and then sail back and go home.

Here are the details of how we usually do it: arrive at Mazurik Access, which is just west of Lakeside Resort in the afternoon. Mazurik Access is a huge parking lot with three boat ramps protected by a large rock seawall. We set the boat up next to the Porta Johns (where the red rectangle is positioned in the satellite photo). It's out-of-the-way of the fisherman launching and retrieving their boats. We have set up in the parking lot, but getting to the ramps past all the trees with the mast up is very difficult.

We launch the boat, move it to a floating dock which is to the right of the ramps, but not shown since it's a winter photo. We either spend the night in the boat or in the van, have breakfast, listen to the weather, leave the van and trailer in the very bottom left of the parking area and set off!

The lake is very high right now, but in the past I have bounced my centerboard entering the lake. We sail to the island up the west side. Take note of the West Bay Inn and the protected slips they have there.

We continue to sail along the north shore and around the corner into the North Bay. We take note of the shallow water shown as a shadow, north of the rock jetty, down around the rock jetty and up to our normal mooring spot, which is a large steel eye from the quarry days set in the concrete between the boat

ramps and the courtesy dock.

We usually tie to that and set out a stern anchor and make that our home away from home. It usually takes about two hours to sail the 10 miles from Mazurik to the State Park, if the wind is good and there's not too much beating involved.

If the wind is from the south or southeast, it's lovely to anchor out in the bay. It's a rocky bottom so not ideal for high winds. Once after a nighttime thunderstorm, the beach was littered with boats whose anchors had dragged. We have spent many lovely nights out there. Anchoring behind the rock jetty is "iffy" because it's so weedy. Tying up to the rocks is possible with east and northeast winds.

One of our favorite times to go is the week after Labor Day. The water and the weather are still warm, but the craziness of summer eases a little.

I have wondered if a group of us could go sometime. We could sail from Mazurik to the Seaway Marina which is where the ferry goes and make that our home base. Their rates are Monday/Tuesday/Wednesday \$1.50 a foot per night and Thursday through Sunday it's \$2.00 a foot per night. There are showers, laundry, picnic shelters, and golf cart rentals. In nice weather it takes about four hours to sail around the island at about 20 miles.

When the soybeans start to turn yellow, you can bet that I am dreaming of Kelley's Island. #

“Fastnet” Race From the Inside

It only took about 20 minutes but the wind event on August 1st took a toll in capsizes and wet sailors. Most were on their way in when it happened but the Y Fleet was still racing and took the brunt of it.

Charlie DeArmon came out on top. He and new crew Erika Nyberg rode the winds, even the “big one” and won the day. Two other Y’s capsized, one on a vicious gybe at mark one and the other on the way to the finish when the big blow, well, blew.

In the Handicap Fleet, race one saw a bit of match racing on the last leg to the finish between the Brewsters in their Capri 14 and Brian Callahan in his Sunfish 14. The Brewsters crossed ahead of Callahan but lost by a few seconds after the handicapping.

In Race Two, Callahan and Laura Peters had already finished (Peters won both races), when the Brewsters got into another duel with the Diane Pierok/Ken Wright Capri. Pierok and Wright lost control of a gybe just before the leeward mark, but the Brewsters soon did the same and ended up hitting the mark. They had to re-round, and by then the Pierok/Wright team had them.

The Brewsters later were forced to take down their sails when the wind event happened and were towed in by a fishing boat. (Brewster reportedly told the men “my people were fisherman” in order to get the tow. They bought it.) (Ok, I made up that last part.)

In the Hobie Fleet, four boats were out to enjoy the wind surplus. Don Fecher took both races. The beach ended up being a refuge from the wind for them, but all except Mark Costandi stayed dry.

Hobie Results August 1

1. Don Fecher
2. Charlie Buchert
3. Mike Wier
4. Mark Costandi



Above, Ken and Diane fly downwind; Middle, Charlie and Roger behind him get towed.



Roger and Bobbie cruising along before the big blow

Y Flyer Results August 1

1. Charlie DeArmon/Erica Nyberg 2 1 3
2. Pete Peters/Rose Schultz 1 2 3
3. Scott Eversole/Mckenna 5 3 8
4. Roger Henthorn/Bobbie Bode 3 DSQ 9
5. Mike Stratton/Michel Bourgeois 4 DSQ 10
6. Eric Anderson/Lauren 6 DNF 13

Handicap Results August 1

1. Laura Peters Sunfish 1 1 2
2. Brian Callahan Sunfish 2 2 4
3. Diane Pierok/Ken Wright Capri 4 3 7
4. Jerry Brewster/Darrilynn Capri 3 4 7
5. Dominiek Everaet 5 5 Sunfish 10
6. Glen Nesbit DSQ DNS Sunfish 13