

# Action Action

## April Launch Issue



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## Three Dozen HSA Members Launch 2023 Season!

How many HSA members does it take to raise a Capri mast? Well, like any reputable Ohio crew, there is one guy doing all the heavy lifting and seven guys watching. Brett “Golden Ticket” Hart at right shows everyone how to heave-ho with gusto with Mike “Statue-of-Liberty” Stratton leading the huddled masses and Eric “Ring-Dings-Are-My-Thing” Anderson securing the forestay. All the Capri 14.2s got a similar treatment: inspection of fittings, stays, shrouds, and other hardware before mast raising and a final 16 eyeball review.

Glorious spring weather greeted over 36 members as they went about the business of removing tarps, raising masts and waking up the outboards. Dave Judy brought his truck of many mechanical wonders and skills to bear on the committee boat’s famously cantankerous throttle system. Dom Everaet and Mark Costandi wrestled mast tip floats back into place, with assistance from Noah Everaet. Many of us just watched in awe or milled about smartly taking photos and catching up with fellow members.





## 2023 Launch Day, continued...

Individual member's boats ditched their winter wraps as crews worked together, sharing stories, hardware, and tools, to finish up before a hearty lunch spread put on by Vice Commodore, Darrilynn Brewster, and several others not on the milling about smartly work roster.



Commodore, Amy Marks, along with Charlie DeArmon and Fletcher the wonder dog get reacquainted with their sailboat and sailboat mascot floatation devices.



Brett Hart and Scott Eversole worked together to get their boats ship shape for the season. Only a few hours after discovering a missing gooseneck part, Scott experienced one of those rare moments in sailing hardware compatibility history when a spare gooseneck part from Joe Fulford's Flying Scot was found to fit perfectly! At right, the club's rescue boat, perhaps in its last season of service before it "crosses the bar," is readied by HSA's dedicated rescue boat whisperers.



Pete Peters and Rose Schultz look forward to another season of expertly, consistently, but seemingly nonchalantly leading Y-Flyer crews around the marks.



The club's latest donation, a 1986 Precision 18, gets a good inspection from all angles. This boat, came with a nearly new outboard, roller furling, and plenty of student-friendly stability for windy lessons. Stephen Cook has graciously agreed to keep an eye out for any maintenance issues on this new club teaching asset. As soon as the mast step is repaired, it will be ready to go!





## Camden College Corner Road to be Moved by County...



While driving into the park for launch day activities some may have noticed additional tree removal activity on the north edge of the park. Park Manager Kathryn Conner has confirmed that county road crews will be shifting Camden College Corner Road away from the east fork of Four Mile Creek. That branch of the creek, just uphill from the covered bridge, has been steadily eroding the roadway edge for years. Kathryn says there is no schedule available just yet from the county but as soon as she is notified of a work timeframe, she will let us know.



## HSA's New Dry Moorage Boatyard Sheriff...

The move over to the new dry moorage boatyard is now complete. A few derelict non-club boats remain stubbornly in the old lot but the park is working to remove them. HSA members and our Miami University boatyard colleagues have moved all other boats over. See red box, right.

To remain in good standing with HSA, and have free access to this dry moorage area, members must pay their dues, work two Race Committee dates, maintain their boat/trailer in good condition, and volunteer to support HSA's and the Park's public sailing programs at Acton Lake. Easy peasy!

Roger Henthorn and Bobbie Bode have a close working relationship with Miami U. and as the season progresses will be asking for your help as they coordinate boatyard adjustments and procedures. HSA's new "sheriffs of the boatyard" appreciate your support as we adjust!



## Meet New HSA Sailors, Bob Fletcher & Suzanne Bradshaw



At our launch day activities and via email I asked new HSA members, Bob Fletcher and Suzanne Bradshaw, to introduce themselves using newsletter editor emeritus, Mike Stratton's proven five questions approach:

1. **What do you sail and for how long?** We are excited to get back into sailing and to get to know the club. Recently, we purchased a Catalina Capri 18 which was already located at Acton Lake (and needing a home as dry moorage closed down). It's our first experience with boat ownership so we'll be asking lots of questions!
2. **How did you get into sailing and where?** Many years ago (think '80's) Bob sailed dinghy's (470, Finn) and Scows (M20, E) in Madison Wisconsin and crewed a J24 on the upper Chesapeake. Suzanne sailed 420's in New Haven CT. A few years ago, we went offshore out of Pensacola with a friend who has his captain's license. Then last summer we took out a Hobie while vacationing at the Outer Banks, and Bob crewed at Brookeville Lake. Those experiences got us looking at boats of our own.
3. **What was your previous club?** Bob was a member of the University of Wisconsin, Madison "Hoofers" sailing club while in grad school, and Suzanne was a member of the "Yale Yacht club".



#### 4. Does your family sail with you?

Our 23-year-old daughter Gwyneth is a graduate student in Ancient History and Archeology at Penn. She's not big on boats, but we'll get her out for a day sail. We're not sure how our dog Ares will respond to a boat. He doesn't even like floating docks 😞

#### 5. Anything else you'd like to share?

Suzanne Bradshaw is the Chair of the biology department at UC Blue Ash and Bob Fletcher works for GE HealthCare in IT. We live in Wyoming, which is just at the edge of the city of Cincinnati. When the wind isn't blowing, you'll find us on the hiking trails at one of the local parks.

If you see Bob, Suzanne, and their brave dog Ares out in the boatyard stop over and say hello. That's what HSA members do best!

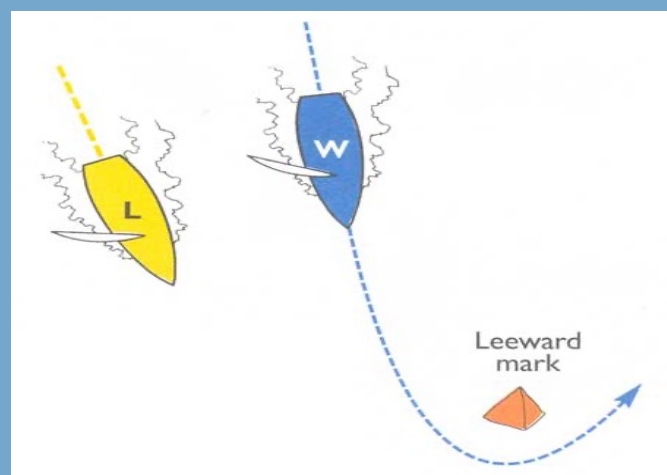




# Mark-Room Rule 18—Sorry, Sailors Named Mark Don't Get Room Automatically...

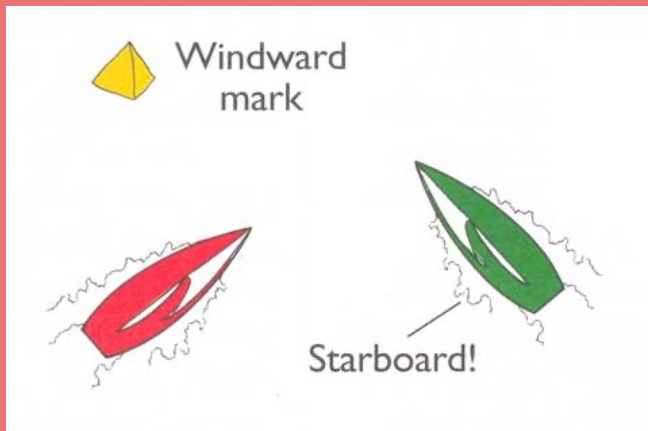
Rule 18, the Mark-Room rule is the longest rule in the Racing Rules of Sailing. This is the set of rules all sailors must abide by as they round a mark during a race. It is the longest rule in the book because there are many exceptions. And, sorry Mark, this rule does not mean “make room for Mark” so regarding exceptions, there are no special exceptions just for you!

In general, this is the rule that says if you are overlapped with another boat when approaching a mark, the outside boat has to give the inside boat room to round the mark. The zone where this rule kicks in is about two boat lengths in diameter. But the rules language says the zone begins when a boat is “about to round or pass” so on windy days when a boat is flying along and the crew needs to take down the spinnaker early, the “about to round or pass” phrase might be considered three+ boat lengths. Since we don't fly many spinnakers at Acton Lake, two boat lengths is the usual standard. Let's take a look at just a couple of examples before you really dive into Rule 18 with an expert.\*

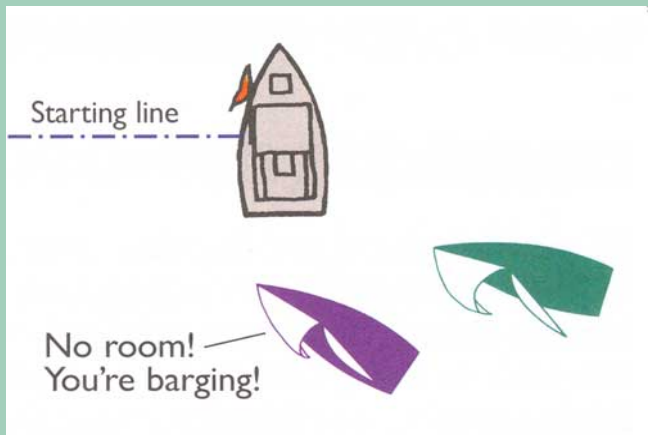


For two overlapping boats in the zone approaching a mark as above, Rule 18 takes precedence over the windward-leeward rule. The outside leeward boat can't cut off the inside windward boat by (incorrectly) shouting LEEWARD! The windward boat could shout ROOM! and would be correct because 18 applies.

For the windward mark example below, once again we have a conflict in rules but this time the port-starboard right-of-way rule takes precedence over Rule 18. The situation does meet the criteria that at least one boat is in the zone but “between boats on opposite windward tacks” Rule 18 does not apply. Oh, and if you tack in the zone to fetch the mark (the red boat's next move here), the boat that entered the zone on starboard tack (green) does not have to give room. As always, the do-not-crash rule applies.



Finally, Rule 18 has some nuanced exceptions around the committee boat and starting pin. During the approach to the starting line just before the race horn, Rule 18 *does not* apply. That is, the purple boat below does not have to give the green boat room. Rule 18 *does* apply before the start sequence begins and the purple boat does have to give the overlapped green boat room to avoid the obstruction boat.



\*“Rule 18: The Bouy-Room Rule” Speed & Smarts, David Dellenbaugh. [www.speedandsmarts.com](http://www.speedandsmarts.com)  
For a complete tutorial, go to North Sails U: <https://northu.com/product/ltrr-2024dd/>

## Sailing, the Precursor to a Nice Swim...

Unless you are in Jr Camp, no one goes out to race expecting to capsize. But the experienced HSA sailor knows Acton Lake winds are fickle, shifty, and fully capable of knocking down even the most athletic and nimble of racers.

The basic procedures for righting one's capsized dinghy are similar: Get yourself and crew untangled and clear, check for breakages, release the main/jib sheets, swim around to the centerboard and with the boat pointing into the wind, lever it back up.

Complications such as cold water, blustery winds, broken hardware, and occasionally injuries are why HSA's Race Committee and Rescue Boat crews are on standby. In fact, many of our newer sailors come out on Sunday afternoons not always to race but because they know club members are on duty to help out if they "go for a nice swim."

Boats without mast-tip floats sometimes "turtle" and in Acton Lake that could result in a mast stuck in the lake bottom muck—a real messy complication! Again, that is why new sailors sail on Sundays. The rescue boat, with its powerful motor, has unmuckified many boat masts over the years.



During our most recent Launch Day, one of our club's more experienced sailors stated that successful sailing outcomes begin with planning and preparation. Wearing a Coast Guard approved flotation device with a whistle attached could save your life. Many of you have one of these HSA whistles... but is it attached to your PFD? Is your PFD attached to your body? An accidental jibe, an unexpected gust, or an equipment failure could put you in the water. No one expects to go for a nice swim.





## Executive Committee Highlights...

The Executive Committee is hard at work making sure our 2023 season is safe and fun. At the Launch Day post-lunch meeting, Commodore Amy Marks asked if everyone present had paid their dues then polled each committee member for an update.

Harbor Master, Don Fecher, reminded everyone that high speed boat operations are only authorized for rescues. Picking up marks is not considered a “rescue” operation. Any non-rescue speeding fines are the responsibility of the individual, not the club. Secretary, Dominiek Everaet, handed out the crisp new 2023 Directories and Vice Commodore, Darrilynn Brewster, not only put on a wonderful lunch with her team of volunteer helpers, but also leveraged her librarian background in organizing the social event storage tubs. Joe Fulford, former Rear Commodore, channeled current Rear Commodore, Bill Molleran, and encouraged everyone to look over the Race Committee assignments, available on-line, and work out swaps now, rather than the Saturday before. As always, it is the responsibility of the race committee assignee to work out any swaps and alert Bill. HSA’s new Public Programs Coordinator, Brett Hart, spoke about US Sailing’s club insurance and instructor training programs we are pursuing and the status/dates of Learn/Intro to Sail programs he is working for the club.



Pete Peters reviewed safety procedures, equipment checks and starting sequence steps that each committee boat member and racer needs to understand well before launch. This prep work includes understanding the weather forecast, winds, and water temperatures and taking actions to minimize risks. Assigning the second member of each race committee crew as the day’s Safety Officer, with the intent to heighten safety awareness, was discussed also. Treasurer, Roger Henthorn, reaffirmed that the rescue boat motor fuel pressurization system repairs continue to work. That outboard must be shut off when pulling sailors out of the water or acting as a capsized recovery platform once on station. It will reliably restart. Joe Fulford, with the help of Jerry Callahan, finished up the meeting with a talk on recovering a turtled boat.

