

ACTON ACTION

HSA Junior to Attend Sunfish NAs on Scholarship

Tipp City's Lauren Anderson Scores a First



HSA's Lauren Anderson is headed for the big time. She applied for and received a scholarship from the US Sunfish Class Association (USSCA) to attend the North American Championships on June 8-11 in Springfield, Illinois.

Lauren, a 14 year old freshman in Tipp City and HSA junior camp participant for the past two years, recently raced in a Midwest Sunfish Regional Championship, hosted by our club, and enjoyed it.

Lauren is not only

active at HSA, she is also active at her school participating in marching band, cross country, swimming, and theater.

The USSCA Youth Scholarship fund is a recent development by the class. Lauren is actually the first junior in the US to receive one.

According to Vicki Palmer, USSCA Youth Scholarship director, the fund began informally with a Pay-It-Forward jar starting in 2014 at an NA that year in

(continued on page 2)

IN THIS ISSUE



Bob Taylor, pictured here with the 470 he recently and reluctantly sold, is featured in this issue on page 5. Bob lives with his wife Doris in Liberty Township. She recently completed her PhD and is starting a new job.

The Summer the Lake Broke

In this first person account, HSA's Bill Jackson tells the story of what happened back in 1991 at Acton Lake. He got a strange phone call from park officials to come get his boat. "Now?" he asked.

"Yes."

The story begins on page 2

"I fear one day I'll meet God. He'll sneeze and I won't know what to say."

HSA Junior to Attend NAs (continued from page 1)

Texas. In 2016, Palmer proposed taking the monies collected thus far be put in a formal scholarship fund and the fund raising took off.

Lauren, the daughter of Eric (Y-Flyer) and Katie Anderson, often crews for her dad on his Y and has participated in several club races in Sunfish. She laughs when asked if she would like to skipper her dad's Y. Her dad Eric says, "It's not that she hasn't asked."

Her participation in the Midwest Regional at Hueston Woods is what qualified her for the scholarship. "I wanted to put myself up against good

competition. It turned out to be fun," she said. As for the NAs she says she and her dad were talking about it after the regional. "We really liked the regional. (Dad Eric was on committee.) We were looking at what other competitions there were. I'm already a class member now."

She will be accompanied on the trip by dad Eric and two of HSA's Sunfish fleet, Laura Peters and Mike Stratton

"It will be a crazy start at the NAs (70 boats), but it will be interesting," she said.



Lauren, shown here at junior sailing camp, was asked about her desire to skipper her dad's Y. She just laughs, but dad Eric said, "It's not that she hasn't asked."

The Summer the Lake Broke



Bill Jackson at the helm of Dennis Conner's 12 meter Stars and Stripes back in 2018

Editor's Note: HSA's Bill Jackson has been sailing at Hueston Woods for decades and could be its unofficial historian. In this account, he tells us about an incident just over thirty years ago when he got a very strange phone call one night.

It was the summer of 1991. Because of turmoil in the Soviet Union, an assignment that had sent me to Moscow for weeks in the summer was curtailed and I suddenly found myself with a new block of free time. The time was right to move up from occasionally sailing a Sunfish on Acton Lake and to get a cruiser and a dock that would let the whole family (my wife, Jane and two sons Tim 8 and Chris 3) enjoy sailing the lake.

Continued on Page 6



Hueston Woods Funding Fate Coming

Park Manager Conner Cites Park Needs in Interview

When is the vote on increased funding for state parks in Ohio to take place or has it already taken place?

July 1 is when our new fiscal year begins, and we will know if there was an increase or cut

How was the response to your call to contact state representatives Rodney Creech and Sara Carruthers?

We have an amazing community that truly cares about their parks, I hope the efforts people have taken to tell the park's story and their passion for the future of the park makes a difference!

If the increased funding is not approved by the legislature, will that affect any projects currently underway such as the Timber Bridge

by the campground or just new projects such as the bridge by Butler-Israel Rd?

The bridge project has already had funds allocated to it. We're not certain how a budget cut will affect these future projects that have already begun to be worked on.

A funding increase will allow the park to hire more staff, but how did the staffing get so low?

Staffing throughout the years has dwindled because of budget cuts. This administration has allowed us to hire back positions we haven't seen for a while. We are not caught up on full staff, but we at least are getting the help that we desperately needed.

Continued on page 4

Park Manager Interview (Continued from page 3)

Is the new dredge operational?

It is operational, just not currently because the crew is assisting removing the old dredge and other parks that need assistance launching their dredges

Is the plan for a pond and walkway for the old dry moorage area still on or will it be affected by the request for increased funding for state parks?

The old dry storage area is still going to be renovated. We do not know what we will be placing in this area, a youth pond was just a suggestion we had. This will have to be an area we collaborate with our partners on to create.

Last year you said that the parking area by Dock A would be considered for sailboat dry moorage for HSA. Is that going to happen?

It will not. Our administration likes the area that has been chosen currently for program vessels and would like to keep the storage to only programming vessels and not personal equipment.

What other improvements to Hueston Woods are planned this year regardless of the funding increase request?

We have an upper shower house renovation started in the campground. We're almost complete with uniformizing the park office and nature center areas. We are going to be looking at pit latrines next. New roofing, painting, accessories, etc. We are also creating several large pollinator plots within the park this season!

10. What do you know about the recent plan to allow oil and gas leasing in state parks and forest areas? Will Hueston Woods ever see this?

I know this is the reason the House of Representatives gave as to why they did not approve the increase to the budget for ODNR. They believe parks will be able to make their own money off this process.

Hueston Woods and many other state parks are protected under land and water conservation through the national park services, so we are not certain if this affects the leasing ability.

MISSILE LANE US

Kids today don't know stress. When I grew up, if you missed a TV show, you missed it... forever.

Humor Us

"I've put a lot of thought into it and I just don't think being an adult is gonna work for me."



Dad Joke

"I need everyone to wish me luck. I have a meeting at the bank and if all goes well, I will be out of debt. I'm so excited I can barely put on my ski mask."

Doing Digital Is His Thing; Bob Taylor – the Perpetual Motion Machine

You would think Bobby Taylor had been sailing for years. After all, he has owned and sailed a MacGregor 26 (“too slow”), a Y-Flyer (“boom too low”), a Precision 16 (an “awful boat”), an Club FJ (“too simple”), a 470 (“love that boat”), a Capri 14 (“simple and nice but lacks sail controls”), and two Stars (“Wow!”).

Truth is he only began sailing in 2021.

He still has the Capri 14 and the Star (two of them) but the Star has won his heart. “I did some research and found that the Star has an 83 Portsmouth rating,” he told us. But it is clear that it is more than the speed that makes the Star his lake mistress. It’s the complexity. “The skipper can control everything – outhaul, vang, jib downhaul, strap tension, traveler, and upper and lower backstays – all while hiked out or going downwind,” he said.

Bobby has started racing the Star 7140 this Spring with crew Carolyn McDermott and plans to get his back up Star 5525 fixed up and on the water yet this summer.

He is also active in the sailing social media world as a member of the Star FB group as well as starting two others - one for the 470 and one called “Exotic Sailboat Rescue”.

In the past year, when Bobby isn’t buying, selling, or fixing up boats, he has had time to start an ecommerce site for sailing gear (Viadana) and a YouTube channel for various sailing and rigging videos. One of his creations is a YouTube channel for HSA.

Busy enough? There’s more. He created an app for HSA for android and Apple phones which he is testing out as we speak. It should be up and running by the end of June for anyone who wants to everything on our website right at their fingertips, including race results as soon as they are available. He also created a blueprint for a new website for HSA but that innovation is on hold.

The motivation for the YouTube channel for HSA was so that videos too large for our Facebook page could be posted. “I am posting the various aerial drone videos and then we can link in FB to avoid the size issue,” he said. He is going to collaborate with club members on a how to video on rigging the club’s Precision 18.

Aerial drone video? Yes, he also does that. Back in January he took the exam and now has his commercial license to fly. At the Sunfish Regional a few weeks ago, he flew the drone and recorded the first race and has also been airborne for another racing Sunday in the Spring Series.

So what is it like when he is sailing the Star? “Hiking out and seeing the water on the gunwale, the rush of the wind in your face and the boat surging forward, the vibrations of the boat humming to the tune of speed and power.”

Exactly.

The Summer the Lake Broke (continued from page 2)

I quickly found a boat — a Venture 22 — and secured a berth at J-Dock. I was excited, especially after my first sail during which I raised the 150 Genoa and felt the boat rise up a few inches and fly down the lake toward the dam on a broad reach. I could hardly wait for my second sail the next weekend.

Then about 9:30 on Friday night, our phone rang. My wife answered and called me to the phone.

It was somebody in the Park Office she said, handing me the receiver.

My first thought was that my boat had a bad leak and was now mostly submerged. Turned out my boat was fine, but the lake had sprung a serious leak — well sort of. The Park official told me that they had been unable to close the main drain by the dam — which had been open for several days to facilitate a repair on the dam — and that the lake was continuing to fall at a rate which would likely render the ramp unusable by morning.

When — or IF the situation could be fixed was uncertain, but the Park was advising all dock holders to pull their boats immediately. “You mean now tonight?” I asked in disbelief. The answer was an emphatic YES. (cont. pg. 7)



*Etiam consectetur
porttitor metus.
Etiam varius laoreet
nulla.*

WORLD'S SMALLEST TRANSATLANTIC SAILBOAT?

Who says the spirit of adventure is dead?
That there are no records left to be broken?

Pictured at right is Andrew Bedwell, a Brit who recently set sail from Canada in an attempt to set a new world record for the smallest boat to ever cross the Atlantic at 3'3" long from bow to stern.

Unfortunately he didn't get very far. After three years of planning and building his “yacht”, he had to turn around after only hours underway as the small vessel started taking on water. He said his wife thinks he's crazy. Sound familiar?



The Summer the Lake Broke (continued from page 6)

When I arrived at the ramps with my trailer, the situation was frenzied chaos. ("Like Dunkirk, but without the NAZI's" —one friend quipped.) Park vehicles were stationed with their headlights pointed to illuminate the ramps. Cars and trucks with trailers stretched back what seemed like a hundred yards waiting to move to the ramps, and a flotilla of boats hovered off the ramps waiting their turn.

The next morning my son, Tim, eagerly asked if we were going sailing. "We can't," I told him. "The lake is broken."

The whole area reeked of outboard motor exhaust and a thick cloud of blue-gray smoke hovering above the ramp area was illuminated in vehicle headlights. This was the era of the 2-cycle outboard and did these oil burners smoke! Matters were not helped by too many willing hands running about shouting guidance to backing vehicles.

I finally arrived home, my boat in tow sometime after midnight. The next morning my son, Tim, eagerly asked if we were going sailing. "We can't," I told him. "The lake is broken." This was explanation enough for him. If his electric train could break, so could the lake. (Well, after all, they're both man made! —ah the wisdom of children!)

A few shallower draft boats were able to make it out the next day. In the chaos some dock holders never got a call and realized their predicament only when it was too late. The lake continued to drain for days until a temporary fix was effected which involved lowering a hastily improvised reinforced plywood lid over the valve opening from the park barge. As I remember, the upper lake, past the Marina (north) stabilized at about a foot.

The lake would remain unusable for the larger sailing and pontoon boat community for weeks. It took weeks to finish the repair, and, then an even longer period for the lake to refill during what was an extended dry spell. In the end, a large portion of that sailing season was lost.

As a result of the Great Drain Off of 1991, I learned early that the lake was fragile, dependent on a partially hidden infrastructure that could fail and requiring constant maintenance by the State of Ohio. Acton Lake was not to be taken for granted. When I compare the Acton Lake of today, with the Acton Lake of 1991, I see the lake as a contingent, changing thing.

The lake is now smaller. In 1993 I docked my newly acquired 25 foot boat at M-Dock, directly behind the Park Office. I could motor around to the group camp-grounds! Now these areas are a mixture of inch deep streams and dry sand flats.

The lake would be smaller still were it were not for months of dredging every year to pump out the ever accumulating silt flowing in from the farm fields north of the lake. That silt accumulates in a huge pond surrounded by a massive earth dam in the woods northeast of the lake itself, which along with the dam and spillway is an important and aging part of the lake's extensive infrastructure. As the silt accumulates in the pond, the need for constructing a new pond—a costly project—increases.

Even if these resources are available, maintaining Acton Lake in its current form may well be a losing battle. Not so long ago the dredge appeared only every few years. Now it operates constantly and must concentrate its work in a far narrower area than before. Yet if the State's budget for this dredging were to be cut, the area off the ramps would quickly silt-up and the lake would become smaller still. Unless money were available to build new ramps elsewhere, Acton Lake would evolve into a site for canoeing and kayaking only — which might well be its future.