

Acton Action

Awards Banquet Issue



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HSA's 2023 Awards Banquet!

Over 50 club members came together for HSA's annual banquet at Barn-N-Bunk on a beautifully mild November evening. Vice Commodore, Darrilynn Brewster led the club's festivities from start to finish as members reconnected in person one last time for the season. Suitably nautical drinks (rum punch!) and homemade dips/snacks kicked off the night as everyone milled about smartly with their shiny new name-tag buttons made at Washington-Centerville Public Library's Creative Commons makerspace (it helps that our Vice Commodore manages that community gem). Barn-N-Bunk's dinner staff again put on a lovely hot buffet finishing up with pumpkin roll cake and vanilla ice cream—yum! Results and door prizes for the share-some-of-your-passions tic-tac-toe game (who knew we had hot tub skinny-dippers in our midst), epic voyage storytelling, fleet awards, and HSA's top trophy winner announcements followed.

Fittingly first on this banquet recap, the following five very deserving club members, nominated by their sailing peers and the Executive Committee, were awarded HSA's top prizes:

Dave Judy: Bob's Sportsmanship Award. This award was donated by Bob Darlin in 1962 for distinguished service ashore and sportsmanship while out on Acton Lake.

Jerry Brewster: Frank Peters Memorial Sportsmanship Award. This award was donated by Robert Bois in 1972 for exemplary sailing sportsmanship during competition.

Brett Hart: US Sailing Sportsmanship Award. This award was donated by the US Sailing Association in 1986 for promotion and improvement of HSA sailing programs, like our Learn to Sail training sessions, on Acton Lake.

Lauren Anderson: Richard Sauders Memorial Trophy. This award was created in 1980 in memory of Richard Sauders for club members under 18 years of age who demonstrate notable enthusiasm for sailing, on and off the water.

Jackie Guntle: Larry L. Johnson Challenger Trophy. This award was created in 1994 in memory of Larry Johnson to recognize sailors who, although not winning any other awards, demonstrate determination and sportsmanship while striving to improve.



Awards Banquet Cont...



Also after dinner, Mike Stratton reexamined his captain's log, with Pete Peters and Brett Hart weighing in, as they navigated Lake Michigan from Michigan City to Chicago last June in Goodnight Moon. Mike had his yarn-spinning hyperbole cranked up higher than the 60-foot waves they survived. Pete, seen below, urged Mike to "take it down a notch" lest he scare the children, while Brett recounted the moment he caught an airborne 45# walleye headed toward the helmsman. They *did* witness US Sail Grand Prix F-50 40 mph excitement off Chicago's Navy Pier, along with Dawn Gunter, Rich Chapman, and Ron & Anthony Pierce and lived to tell the (tall) tale.



For the Fleet trophies, new Rear Commodore, Bill Molleran, collaborating with longtime member and artist-in-residence Rose Schultz, created some exceptionally handsome plaques (one example at left) to recognize each fleet's victors. The winning skippers are below. Congratulations to all!

Event	Fleet	Place	Person
Labor Day	Handicap	4	Bob Taylor
Labor Day	Handicap	1	Brendan Draper
Spring Series	Handicap	1	Brian Callahan
Sunfish Series	Handicap	1	Brian Callahan
Fall Series	Handicap	1	Dominiek Everaet
Memorial Day Series	Handicap	2	Dominiek Everaet
Memorial Day Series	Handicap	1	Jerry Brewster
4 th of July	Handicap	2	Jerry Brewster
Labor Day	Handicap	2	Landon Robertson
4 th of July	Handicap	1	Laura Peters
Spring Series	Handicap	2	Laura Peters
Sunfish Series	Handicap	3	Laura Peters
Sunfish Series	Handicap	2	Mike Stratton
Memorial Day Series	Handicap	3	Stephen Cook
Labor Day	Handicap	3	William Molleran
Sunfish Series	Y-Flyer	4	Charlie DeArmon
Memorial Day Series	Y-Flyer	1	Mike Stratton
Fall Series	Y-Flyer	2	Mike Stratton
Spring Series	Y-Flyer	1	Pete Peters
4 th of July	Y-Flyer	1	Roger Henthorn
Fall Series	Y-Flyer	1	Roger Henthorn
Labor Day	Y-Flyer	1	Roger Henthorn
Spring Series	Y-Flyer	2	Roger Henthorn



Awards Banquet Cont...

Jerry Brewster valiantly followed the proficiently hyperbolic Mike Stratton to describe his July voyage with Mark Costandi in a big ocean rather than just a big lake—a story truly needing to be made into a Spielberg movie with perhaps Tom Hanks and Stanley Tucci on location in the Atlantic Ocean. (The details of this voyage were published in the August **Acton Action**.)

It is an amazing yarn worth retelling in person so Jerry, with emcee Darrilynn looking on hopefully, attempted to thread the needle on delivery speed and juicy content preservation. Despite some great slides and heroic handwaving, Jerry's account did not scare the audience as much as Mike's Lake Michigan story but many could be seen nodding in agreement that their ethos of "sail it like you stole it" was a nautical nugget worth remembering. Failed alternators, night time encounters with a fishing boat, a ripped mainsail, a frayed genoa furling line, diesel fuel shortages, a demonic autopilot, 20 knot headwinds, and adverse currents, tried to stymie the able crew and keep it from its new homebase in Annapolis, Maryland.

In the end they made it, just like Jerry did with his presentation, to the end of their journey. Both "journeys" did not go as planned but all turned out well due to blind luck—a very common sailor explanation.



Editor's note: Vice Commodore, Darrilynn was our emcee and able host for the evening, filling in for Commodore Marks who was out of the country. This was a key foundational stone laid prior to Jerry taking the stage. Without this serendipitous turn of events, Jerry might not have gotten "the hook" as quickly as he leaned into this voyage's juicy content and veered away from the speedy delivery. Spielberg has the same problems.

Anyway, with Darrilynn instead of Amy as the mistress of ceremonies, and preserver of the schedule, Jerry had far less room to maneuver. And, after a few of those meaningful glances that long-time couples sometimes exchange, Jerry realized he was on a leeward shore and better start throwing stuff overboard and rev up his delivery. Alas, it was too little too late and Darrilynn had no other option but to gently but firmly retake the helm and preserve the evening's agenda.

All's well that ends well is the big takeaway. The evening's program ran perfectly, Mark's boat is safely in Annapolis, and the Brewsters are still a loving couple. Well done, all!



Reprinted SNAX, The Sailing Newsletter Article eXchange...

Quick Tip

WHEN DOES STARBOARD YIELD TO PORT?

as seen in *Optinews*

Boats on starboard tack usually have rights over port tackers - but not always. Here's a situation (there are others) where you would have to yield to a port tack boat, even if you were on starboard.

Let's say you start on starboard, but you're over the line early. Now you have to return to start properly. This means that you'll either head back to dip the line or, if the 1 Flag was up during the starting sequence, you'll have to sail around one of the ends.

While you're doing either of these things, you have to stay

clear of all the boats that have started properly - even if those boats are on port tack. In this situation, you have no rights at all (port/starboard, windward/leeward, etc.) over the boats that have started properly. And if you foul one of those boats, you'll have to do a 720.

What if several boats are over early? If you are all returning to start properly, who has rights over whom? The answer is simple: All the normal right of way rules apply among these boats.

In other words, if you and other boats are all returning to start properly, the normal right of way rules apply. None of you have rights over the boats that start properly, but you all have the usual rights over each other.



November Update on Hueston Woods Road

As reported last month by Assistant Park Manager, Lori Jennings, the county was working to reroute Camden College Corner Rd due to some epic creek erosion. Guard rails leaning into the creek were no longer up to the task of keeping our keen sailors safe. The road has now been successfully rerouted away from the creek with only a lonely sign and some straw-covered grass seed to show where the former eroded roadway existed.



Sailing by the Lee... What is it? Is it dangerous? Benefits?

Adapted from: **Sailing by the Lee: A Primer**
Written by [SailZing Editor](#) with sources below:
[Optimist Racing](#), by Phil Slater and Steve Irish
[Improper Course](#), a Laser sailing blog by Doug Peckover

Videos from the [International Sailing Academy](#)
Articles from the [Rooster Sailing Blog](#) by Steve Cockerill

And a short article from Oct 8th 2023 issue of [The Bosun](#)

What is sailing by the lee?

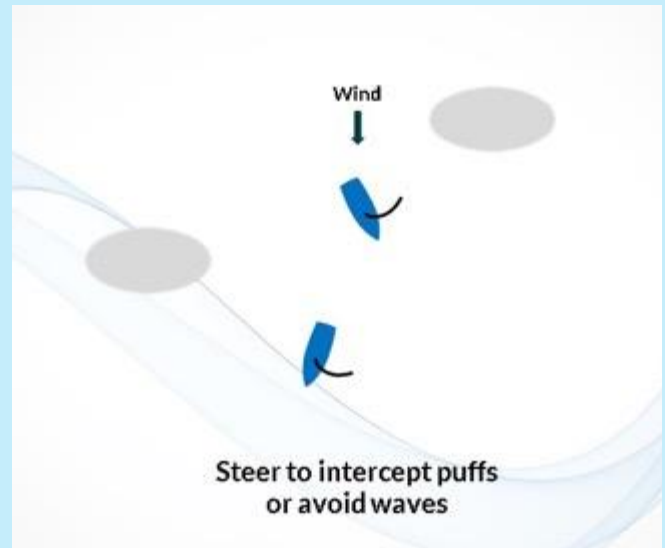
Answer: Sailing downwind with the wind blowing over the leeward side of the boat. Think of sailing by the lee as “bearing off past dead downwind.” If you bear off far enough, the leech ribbons and sail telltales will show reversed flow as the wind flows over the sail from leech to luff.



Why is it beneficial?

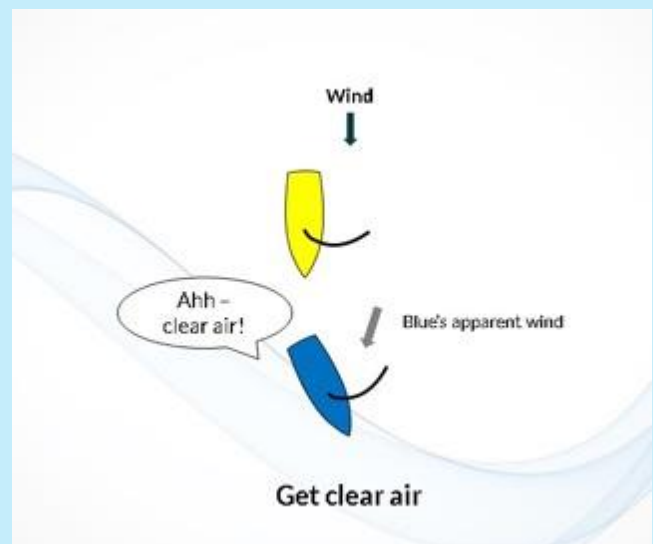
Sailing by the lee lets you steer slightly beyond dead downwind without gybing to navigate waves, intercept puffs, get clear air, or gain a tactical advantage. In some situations, by the lee is also faster and more stable than dead downwind. Let's explore each of these benefits before talking about the significant risks and challenges.

Intercept puffs or navigate waves



“Connecting the dots” by steering from puff to puff is one downwind technique. Rather than gybing for nearby puffs to leeward, sail down to them. Avoiding burying your bow in a wave is another good reason to sail by the lee for a short while.

Get clear air



Sailing dead downwind puts you in the wind shadow of boats directly behind. In the situation shown, the boat being shadowed could sail by the lee, so that her apparent wind shifts to leeward. That is, the blue boat sails briefly by the lee and gets into clear air without having to gybe away from the course or onto port tack.

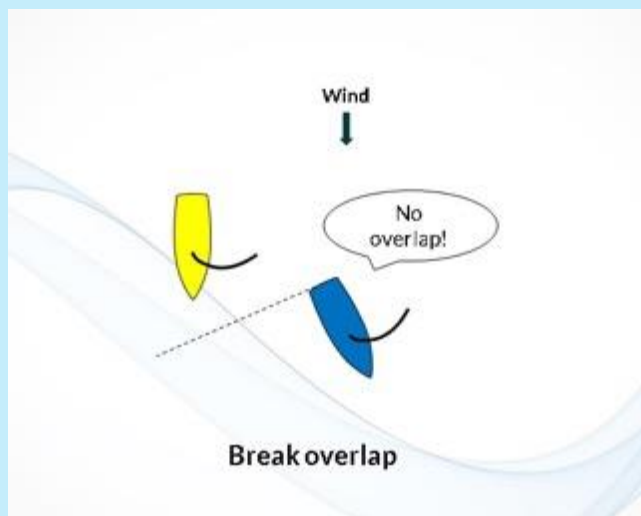
Sailing by the Lee... Continued.

Gain a tactical advantage

Here are two ways. There are probably more:

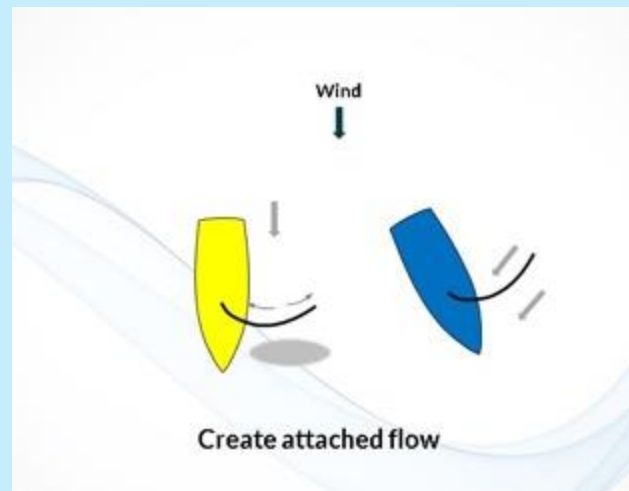


Stay on starboard tack for much of the run. If you sail by the lee rather than gybing in the smaller shifts, you can stay on starboard tack, giving you right of way over boats that gybed to port. This is especially important if you need to sail lower to round the mark, but don't want to gybe to port. (On downwind runs or sailing by the lee, port and starboard tack is determined by which side the mainsail naturally "lies")



Break overlap. To avoid giving room to boats close behind, you can break an overlap by bearing off by the lee briefly before entering the zone.

Sail faster (potentially, but with serious risks)



Sailing by the lee is potentially faster but it comes with risks. When running straight downwind, you get no lift from air flowing across the sail. By the lee, you're getting attached flow and aerodynamic lift. It may not work for you or your class of boat. The good news is that you won't likely lose speed sailing by the lee, so you can reap the other benefits without worrying about going slower. However, there are risks and challenges.

Risks and Challenges

Sailing by the lee can be dangerous if not done correctly, so it's essential to familiarize yourself with the risks associated. Here are a few things to keep in mind:

Unintentional Gybes: A sudden shift in the wind can cause an unexpected gybe, which can damage your rig, harm crew members, and even lead to capsize.

Difficulty Maintaining Control: With the wind coming from behind and over the leeward side of your mainsail, controlling your boat may prove more difficult than usual.

Risk of Broaching: When under strong winds there is an increased risk of broaching. Too much heel causes the boat to turn upwind instead, leading to an uncontrollable situation.

Learn in Light Wind: In certain conditions, such as high winds, it might be safer to go with traditional downwind sailing instead of by-the-lee sailing. Take into account both weather conditions as well as you and your sailboat's capabilities before experimenting with sailing by the lee.

Six Keys to Unlocking the Joy of Daysailing

By L. Alan Keene, Sail Magazine (abridged)
December 20, 2018

Let's be honest. Daysailing, not cruising the Caribbean or racing solo round-the-world, is what most of us sailors do. Be it on diminutive Stockton Lake in southwest Missouri, on Chesapeake Bay with its 11,000 miles of shoreline or on the chilly waters of Puget Sound, most of us do our sailing one day at a time.

But before we start feeling sorry for ourselves, let's count our nautical blessings and see what we can do to enhance them. Aside from the inherent fun of our sport, daysailing, unlike its more exotic siblings, offers us a unique escape from the pressures of everyday life in the "real" world. No weeks of planning or preparation necessary: just the desire for the wind and the waves to work their magic in time for dinner.

When old friends drop by for a weekend visit, a Saturday sail offers us the opportunity to catch up on each other's lives while enjoying the views from our floating patio, all the while leaving Sunday for more shorebound activities. As a daysailor for over 35 years, I've learned a few secrets along the way that make my day afloat a little more enjoyable. Some of these may work for you, too.

Forget about a destination—just sail! Somewhere ingrained in the American psyche is the belief that for an activity to be worthwhile it needs to have a goal, a target or a destination. But why? To me, the beauty of daysailing is that I'm unconstrained. I can sail wherever the wind and water allow me, with no need to force a tack or pinch to hold one. And if we want to stop for lunch or a swim, we drop the hook wherever we find ourselves. That freedom and lack of structure is our "destination."

Cap the knotmeter: who cares? After years of watching our speed and tweaking to maximize it, I discovered that sailing became a lot more fun after our knotmeter went on the fritz a few years back. Those mini-adjustments that kept me hopping all those years didn't seem so important anymore. I didn't know, so I didn't care.

Don't plan anything else for the day, except a late dinner! When Peg, my first mate, and I decide to go for a daysail, we make sure our schedule is open for the rest of the day. And if it's not, we open it. There are few things more exasperating for a daysailor than to chase the wind all day and then have it strengthen just as you're dropping your sails to head in for a Lion's Club meeting that evening (no offense to the Lions, but...).

Leave the boss and the phobics behind. It's paramount that you know who you're inviting aboard and what their "idiosyncrasies" are. If you want to avoid a blood-curdling scream mid-sail, make sure that your guests understand two facts. 1) sailboats heel (sometimes dramatically) and 2) spiders like to stow away in the rigging and can make surprise entrances. As for your boss, if you don't want to spend the entire day trying to impress, leave him or her on the dock with the arachnophobes.

Insist that all electronic devices are turned off. Like the saloon-keeper did back in the old west, make your guests "leave 'em at the door!" A sailing friend told me recently that he asks his guests to put their phones in the chart table until they're back on dry land. "Some don't... most do," he said. If a guest can't be incommunicado for a few hours in a day, then maybe an invitation to go sailing isn't one he should accept.

Realize how lucky you are to be a daysailor. The grass isn't always greener. For me, one of the true joys of daysailing is the solitude it provides. Within an hour, a daysailor wherever can go from the controlled chaos of urban life to the peacefulness that communing with nature brings. We're very lucky to be daysailors, you know. We have the best of both worlds.

For more from this author go to: <https://www.sailmagazine.com/author/l-alan-keene>

Intro and Learn to Sail 2023 Recap!

43 Students

- 4 Introduction to Sail classes
- 25 Introduction to Sail Students
- 10 Learn to Sail Students
- 2 Certifications
- \$ \$3,550

