

# MAY ACTION ACTION



Thank you to everyone who made  
ODNR sailing experience and Intro to  
Sailing a huge success! on May 17th!



Congratulations to  
our May 11<sup>th</sup>  
Founders day  
Sunfish regatta  
Winner: Laura  
Peters!

Congratulations Cosette  
and Mike Stratton on your  
1<sup>st</sup> place wins Sunday  
Memorial day series!

With May off our stern it's time to set our sites on June race  
and Social calendar!

# June Calendar



Date	Event	Committee
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June 1 <sup>st</sup> 4 <sup>th</sup>	Spring	Brian Callahan, Curt Donahue, Jacob Smith
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June 8	5 <sup>th</sup> Spring	Don Fecher, Laura Peters, Dave Parrott
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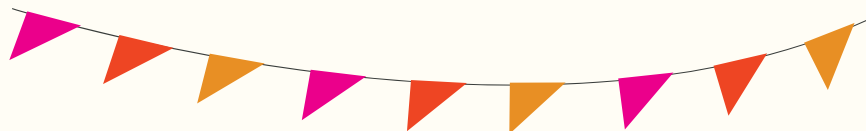
June 14	Moonlight Sail	
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June 15	Family Fun Sail	Joe Fulford, Doug Hansen, David Aleman
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June 21	Intro to Sailing	Breast Wishes
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June 22	6 <sup>th</sup> Spring	Brett Hart, Bob Fletcher, Jim Milks
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June 29	Clinic day and Potluck	
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Do not forget that Family Fun day June 15<sup>th</sup>  
we will be searching for clues to the  
existence of Acton Lake's own shy cousin to  
the Lochness monster!!

Be ready Freddie!!

Have your squirt guns set to stun!!



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**\*\*Free Education\*\***

Wednesday's at 3:00pm

Mike Stratton will be hosting Sunfish race training!

Meet on Sunfish Island!!

# Commodore's corner



## Inspection and Reflection

Although we just finished up National Safe Boating Week (<https://ohiodnr.gov/discover-and-learn/safety-conservation/about-ODNR/news/safe-boating-week-2025>), it is important to keep safety in the forefront of our minds all season. For sailors, in addition to the basics like PFDs, that also means inspecting our boats.

The crusty old chiefs I worked under in the navy said accidents usually happened after three things “went south.” I couldn’t help but think of them when one of our cruisers took on water unexpectedly during our Sailing Experience on May 17th. First, we had high winds that kept our smaller boats ashore and increased cruiser boat loads from say two guests to four. Second, those max capacity passenger loads moved one cruiser’s cockpit transom drain from just above the waterline to just below it. Third, that boat had a cockpit drain hose pop off (while now below the water line) admitting water into the cabin/bilge area.

The good news was that all passengers were wearing PFDs and the alert crew and skipper turned the boat around within a couple of boat lengths after pushing off. Once passengers were safely back on the dock, the cockpit drain moved back above the waterline, the water ceased coming in, and post-event analysis/discovery began.

Thru-hull port leak stories like this are more common than you might think and always instructive. Optimistic skippers like to think it would never happen to them, but pragmatic ones know sometimes equipment can break unexpectedly. The key is to inspect often, stay calm and collected like this skipper and crew, and have a back up plan. In this case, a quick return to the dock was made and the boat taken out of the water.

Lesson learned: I’m confident our HSA cruisers are double-checking the state of their thru-hull ports/hoses/clamps and perhaps browsing on-line stores for these little just-in-case wooden emergency plugs. Constant inspection, and reflection, are what safe-minded skippers do.

# Sail Care and Maintenance

by Brian Hayes, North Sails, East as seen in Blue Jay Banter

When I began sailing Blue Jays as a junior, I paid little attention to the care and maintenance of the second largest investment in my boat - the sails. I would finish racing and quickly fold (or more likely stuff) my sails into their bags so I could get on with the social aspects of racing. Now I'm older and wiser (some may debate the latter), and I can more easily see the benefits of taking proper care of my sails. By maintaining your sails they will:

1. Stay faster for a longer period of time.

2. Increase the resale value of your boat when you are ready to trade up (parents like this)

Here are some pointers to help you maintain your sails for more durability and racing performance:

## Sun + Salt = Danger

Just as the sun's ultraviolet rays are bad for your skin, they are also bad for the fibers in sailcloth. Salt can damage the resin coatings that are used to finish sailcloth, just like road salt can harm a car's underbody. If sails are left unwashed, corrosion can take place at rings and freeze up the jib snaps or hanks. Hose off your sails with fresh water after sailing and put them in bags as soon as possible after they've dried.

## Rolling Jibs and Mains

Sails should be folded or rolled correctly every time they are used. When rolling your sails, start at the head and roll it so the leech lines up on top of itself the whole way down.

## Folding Mainsails

1. Fold up the foot about 8 to 24 inches
2. Flake the sail so that the folds are about 18 to 24 inches wide. Again stack the leech so it folds on top of itself.
3. When folding spinnakers, take the two clews and hold them together and lay the spinnaker flat (the sail will look like it has been cut in half). Now fold the spinnaker the same way as you would fold a mainsail, with 18 to 24 inch folds.