



Introduction and Learn to Sail Outline:

- Club History
- Water Safety
- Sailboat Parts
- How Sailboats Work
- Points of Sail
- Sail Trim
- Launching & Returning
- Capsize Recovery
- Rules of the Road
- On the Water!
- Knots
- Video





### Hueston Woods, Acton Lake, and HSA Club History:

- 1797: Pioneer, Matthew Hueston, buys land
- 1930: Hueston's descendants pass land to conservationists
- 1941: State Legislator Cloyd Acton organizes the land purchase
- 1945: Further acreage purchased by Ohio
- 1952: Oxford Honor Camp, prison inmate labor, brought in\*
- 1956: Acton Lake dam built across Four Mile Creek
- 1956: HSA Club was founded as the lake filled
- 1957: Hueston Woods officially named a state park
- 1966: Honor Camp prison camp relocated
- 1967: Lodge and marina open



\*Raymond Light Shepherd saw his chance. The police cruiser stopped at a traffic light in the Fairmont area of Cincinnati on a warm night in August 1962. The former steeplejack jumped from the cruiser window and disappeared into the woods under a hail of bullets. Canines later tracked him down. Shepherd, a convicted armed robber, had walked away from the Oxford Honor Camp at Hueston Woods on August 12. In January 1963, police spent several hours searching Butler, Montgomery, and Hamilton Counties for three other men - Norman Allen, Verdell Bailey, and Charles Baker - who had escaped from the Oxford Honor Prison Camp at Hueston Woods. And finally, a knife-wielding convict named Carter Davis, an armed robber, kidnapped the chief of the Oxford Honor Camp during a transfer to a prison in Columbus, wounding him during the two-hour drive into Indiana. All these "desperate and highly dangerous men," as news reports called them, were the early acquaintances of JoAnn, Jerry Callahan, and the rest of the Hueston Sailing Association.

From 1952 to 1966, the men imprisoned at the Oxford Honor Camp constructed roads, buildings, docks, and other park features, many of which remain in place today, including the park office and the Hueston Room.

### **JoAnn Callahan retells some of the stories of those early days at Hueston Woods as a sailor.**

*"The Honor Camp prisoners were a great help to HSA many times. After a bad storm, they would walk along the docks, bail out water-filled boats, clean them up, and return them to their moorings. Occasionally, they had to motor out to the middle of the lake to make a rescue and tow the boat back to its proper dock.*

*One of our members suggested that we have a cannon to start our races, as they do in the big yacht races. So, he devised a sawed-off shotgun mounted on wheels as our starting cannon. If your race duty was scheduled for the following weekend, you took it home with you, as there were no storage facilities at the lake (this was before we started storing our gear in the old pumphouse). It was our turn next.*

*During that week, on a scorching August day, I was driving a car with no air conditioning, full of children and groceries, when I came upon flashing lights and police all over the place. There had been a bank robbery, and the police were searching for everyone's car. When the officer saw I was eight months pregnant, had a car full of screaming kids, and did not want him to open the trunk, I asked him if he thought I had robbed a bank, and if he had to search my car. Luckily, he let me go, and I then decided the club needed to think about getting a horn.*

*It's nice to have friends in low places! About two weeks before delivering our first child, one of our favorite prisoners asked if we had all the baby furniture we needed. He offered us anything we needed in any color or style we liked. He had already visited this particular furniture store in Cleveland three times and said they had quality items. He told us his mother had a TV in every room from his earlier exploits, and he had friends who could get what we needed. I politely declined, and our first child had to sleep in a crib that had been in the family for over 50 years."*

(\*Editor's Note: Jerry and JoAnn Callahan, who used to organize and run HSA's Junior and Ladies Camp every July, are, along with Pete Peters, the longest reigning HSA members, having been there since the start in 1956. Still active, still married, still promoting sailing. Their extended family joins them every July at the lake.)

## Water Safety

### Weather Awareness

- Wind forecasts (building or waning/direction/speed)
- Rain clouds vs. thunderstorms
- Lightning and masts
- Sunshine on your shoulders

### Acton Lake Water Temperature (50-80 degrees F)

- Hypothermia threat rule of thumb (air + water temp < 120 deg, caution)
- One hour of exhaustion in Acton's April waters

### Clothing

- Cotton is rotten; jeans don't dry—they lose 100% of their insulation when wet.
- Non-absorbing artificial materials dry quickly (good after a capsize)
- Rain jacket layer in spring/fall. Think lightweight SPF skin coverage in summer.
- Non-marking, non-skid shoes (think old tennis shoes, not flip-flops or boots)
- Bucket/brim hat with a strap if sunny
- Gloves if winds are up (weightlifter gloves, bike gloves)
- Hairband for longer hair
- Sunglasses, with strap (polarized helpful to better see gusts coming)

### Life Vests

- Also known as Personal Flotation Device (PFD)
- Type III Coast Guard-approved **vest** type best
- Fit your build and weight.
- In boat "easily accessible" required by law
- One person recommended that no one expects to swim.



### Whistle

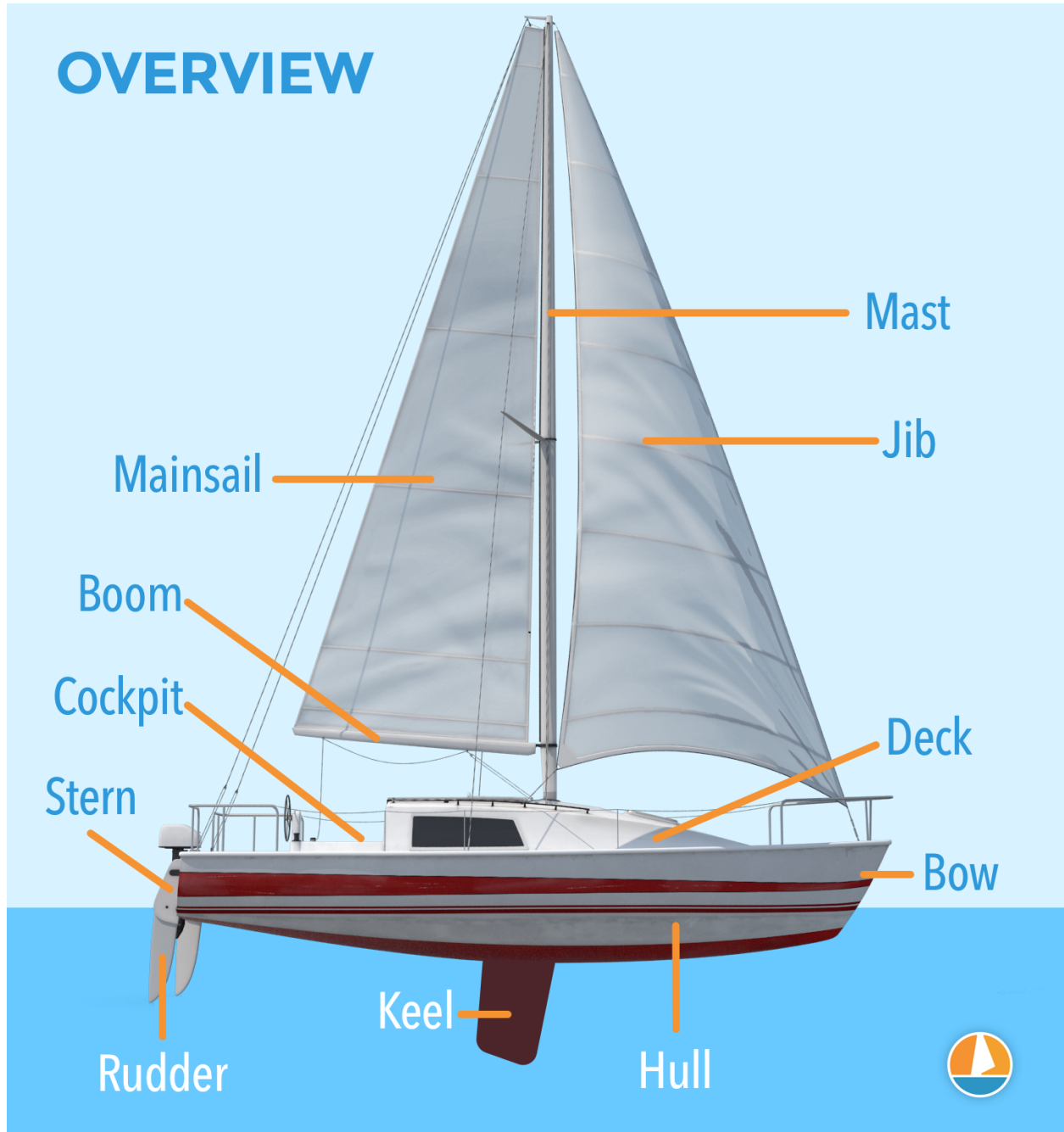
- Coast Guard approved, attached to the vest.

### Other Stuff

- Water bottle and a snack
- Personal meds
- Cell phone
- Small waterproof bag for phone
- Sunscreen
- Small multi-tool

### Alcohol

- Prohibited in public areas in all Ohio State Parks
- The leading factor in boating accidents



# Sailboat Parts Explained

## STANDING RIGGING

Backstay

Forestay

Spreader

Sidestay



## RUNNING RIGGING

Boom  
Topping Lift

Mainsheet  
Halyard

Mainsheet

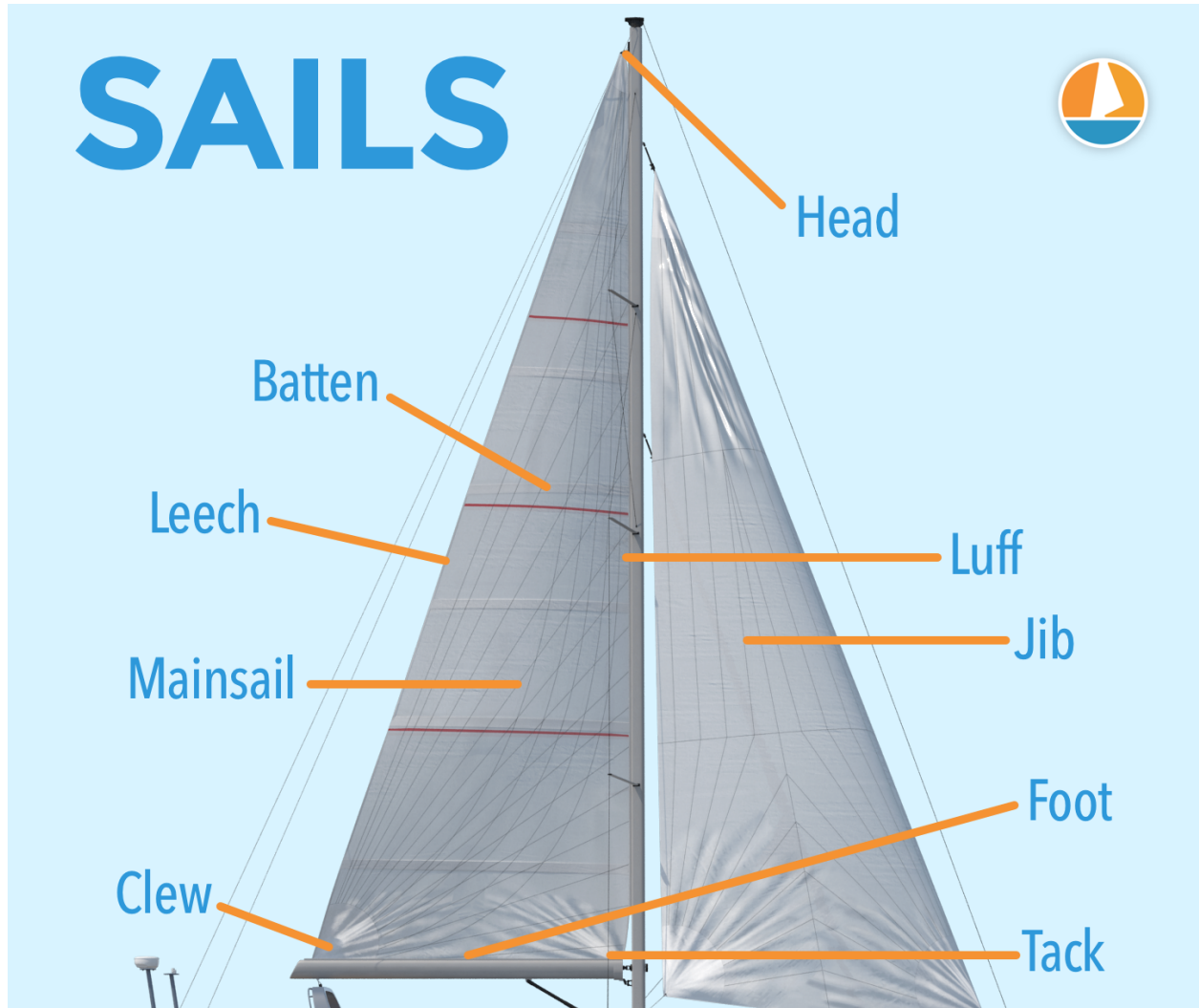
Boom  
Vang

Jib  
Halyard

Jib  
Sheet

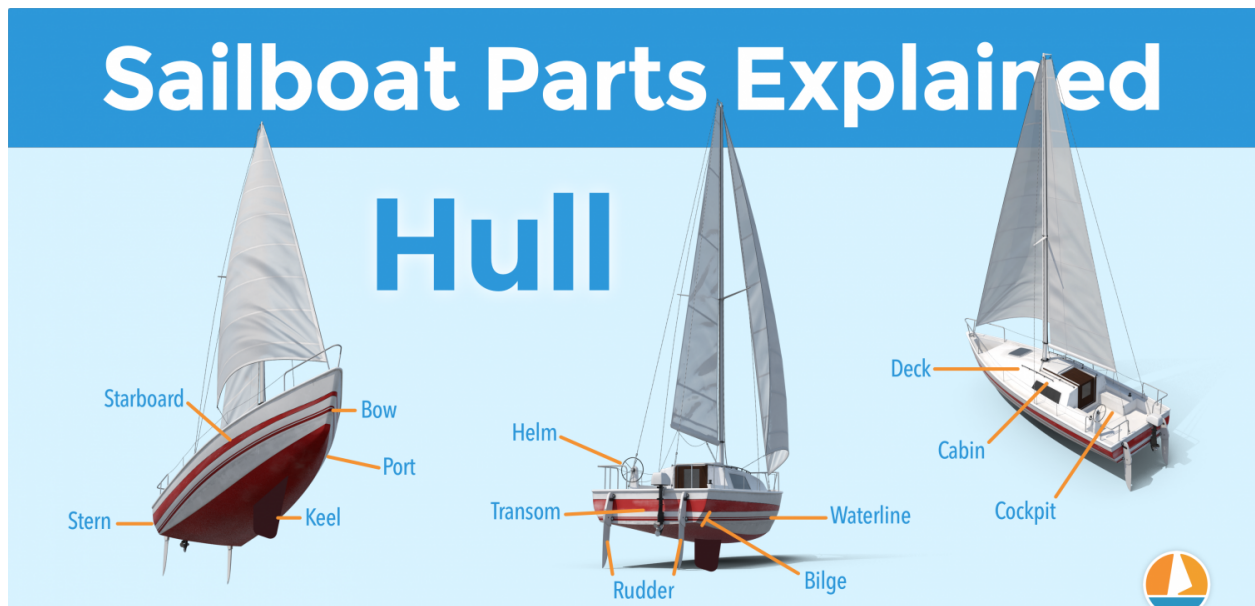


# SAILS



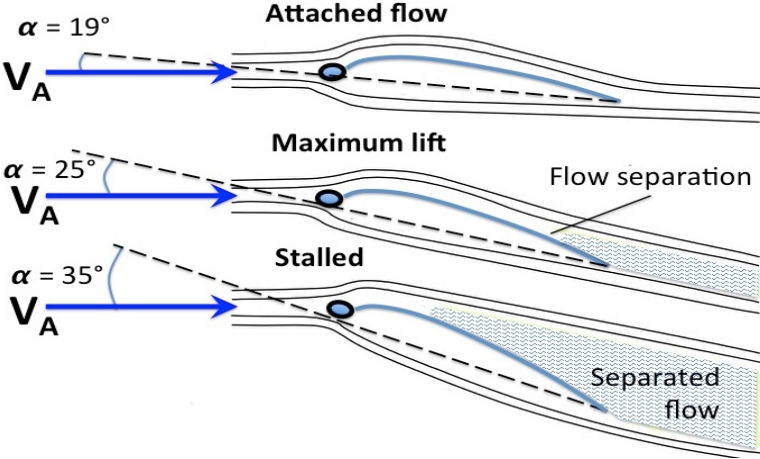
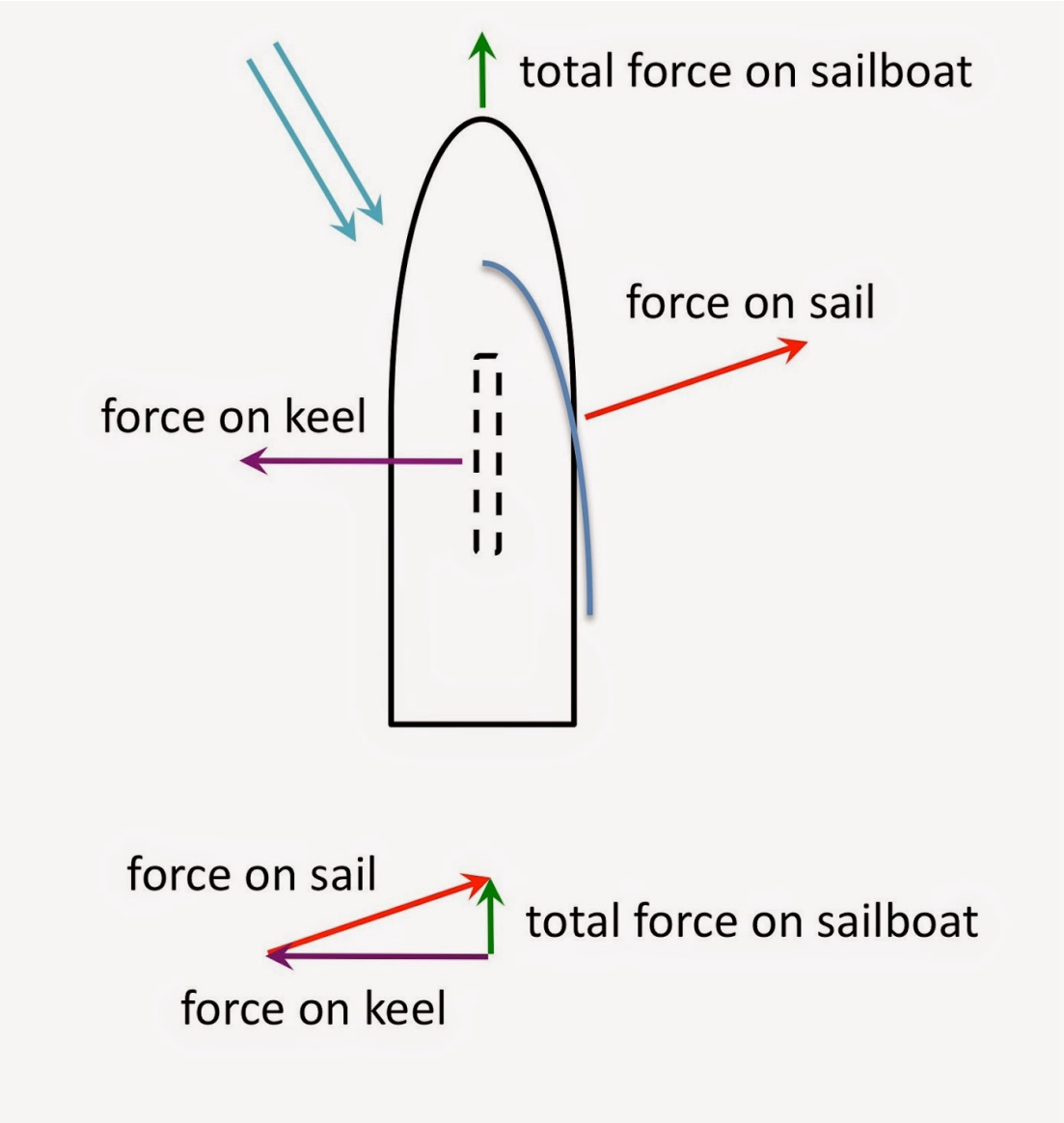
## Sailboat Parts Explained

### Hull

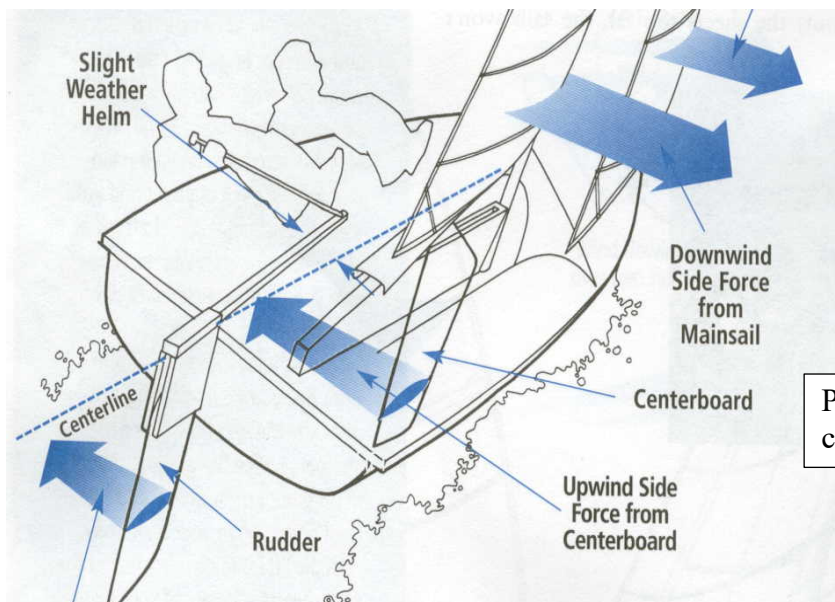
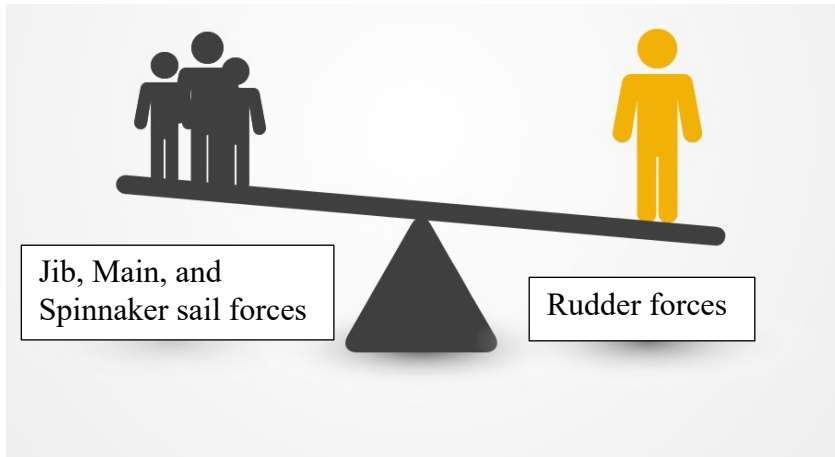


How Sailboats Work

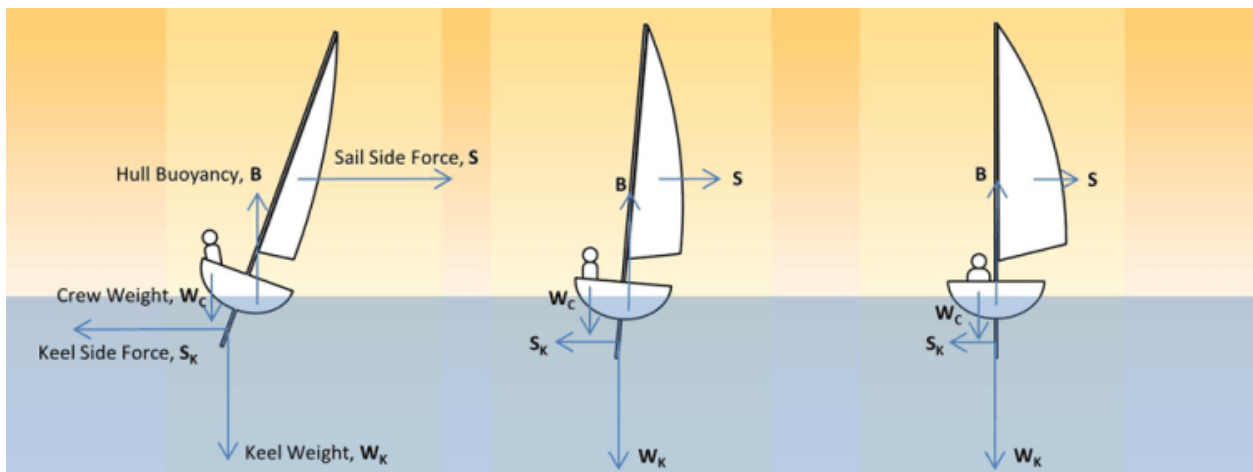
“Any sufficiently advanced technology is indistinguishable from magic.” Arthur C. Clarke



Think of boat forces like a seesaw.



Heeling forces

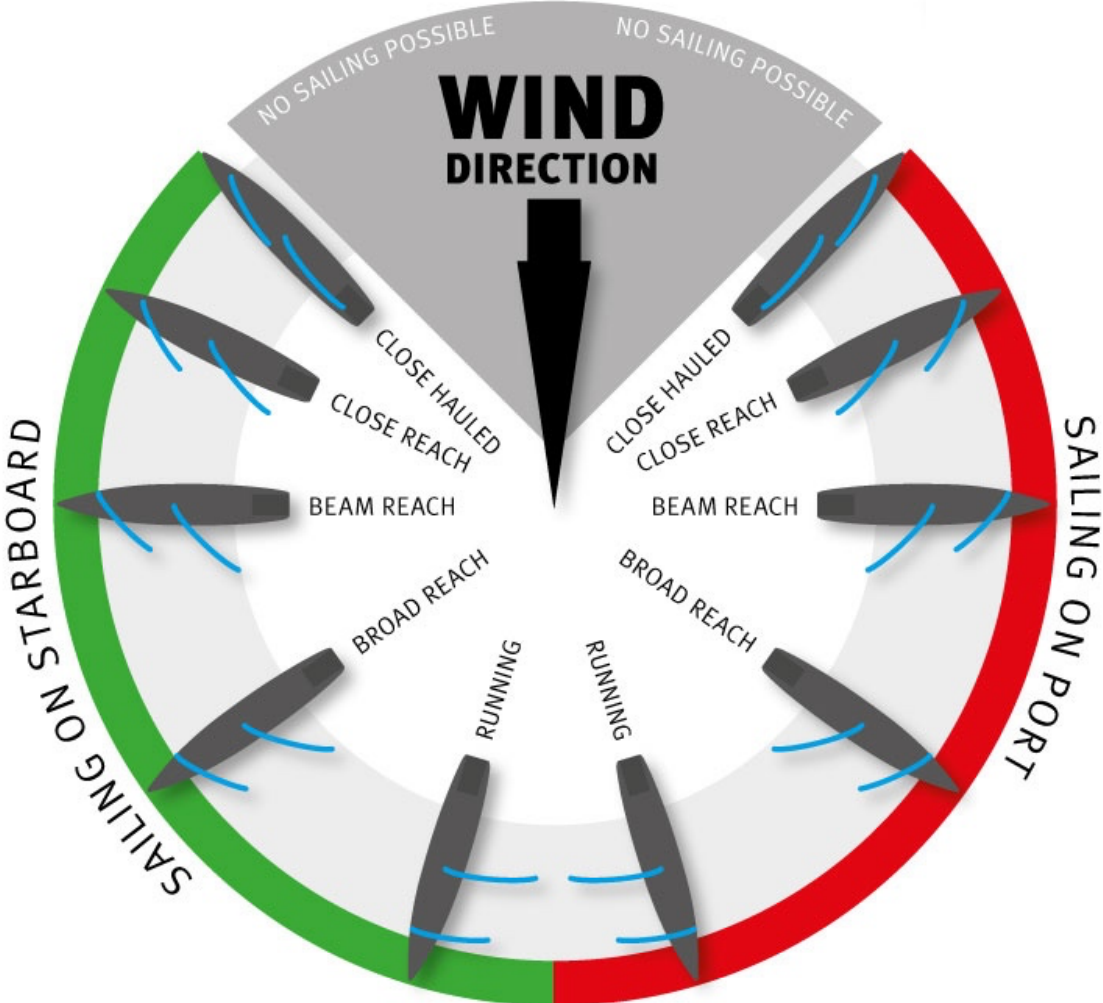


Points of Sail

No one has cracked the problem of sailing directly into the wind. Some boats can sail closer, some not so much. One of our long-time youth instructors calls this “the pizza triangle of death” because all young sailors will point where they want to go, regardless of the no-go zone.

Your instructors today will take you out on port and starboard tacks to explore all these points of sail, so let’s go over them.

# POINTS OF SAIL DIAGRAM



## Sail Trim and Underway Terms

- Trim is one of the most discussed and studied topics for sailors. To perfectly trim a sail, let it out until it luffs, then trim it back in until it stops luffing.
- Trimming or Trim (verb): Tightening or pulling in the main or jib sheets to pull in the sail so it stops luffing.
- Trim (noun): The angle of the sail to the wind. The most significant impact on trim is accomplished with the sheets but also finetuned by the outhaul, Cunningham, boom vang, and other running rigging, particularly to each boat.
- Ease: Letting out the main or jib sheets to “ease out” that particular sail.
- Sheeting in/out: Tightening or loosening the jib or main sheets, i.e., “trimming.”
- Luffing: A sail’s leading edge is called the Luff. When that portion of the sail is flapping or collapsed, it is said to be luffing. Luffing indicates a sail that needs to be trimmed in by pulling in or tightening its sheet. Alternatively, you could change your point of sail!
- Sail Telltales: Little tufts of yarn or string to show the invisible airflow is flowing or detached. If these yarn tufts flow smoothly downstream, the sail is making power. The sail needs to make optimal power if they are dancing around or flowing upstream.
- Side-stay Telltales: Little tufts of string show the apparent wind direction the sail sees. Apparent wind is a combination of the true wind direction plus the boat’s forward speed. Sails are trimmed to apparent wind direction—the wind direction they feel.
- Point of Sail: As discussed, there is an optimal position for each point of sail. Your instructor will show you how to Trim for each point of sail so the telltales on the sails flow.
- Windward: Towards the wind side.
- Leeward (LOOward): Away from the wind side.
- Starboard tack: Wind is coming over the starboard side of the boat.
- Port tack: Wind is coming over the port side of the boat.
- Tacking: When the boat’s bow goes through the wind’s eye.
- Jibing: When the stern of the boat goes the eye of the wind.
- Pinch/Head up: Come closer to the eye of the wind.
- Fall off/Head down/Foot: To head away from the eye of the wind.

## Capsize Recovery

Some say sailing is just a warm-up for a nice swim. All of us instructors have capsized in these little day sailors and dinghies. Someday you will capsize in a dinghy, not a cruiser; usually, when hit by a big gust, the sails are cleated in place, and you have taken your hand off the main sheet, or if you let go of the tiller accidentally, and the boat turned suddenly. No one expects to capsize until they do. On gusty days, it is best not to cleat your mainsheet, keep an eye out for rogue gusts, avoid uncontrolled jibes, and ensure your PFD is on and zipped up. Cruisers have far more ballast and rarely capsize. It does happen when they fail to reduce sail, say in a storm.

All recoveries start with a quick check to make sure everyone is okay. Sometimes you might hit a boom or mast as the boat comes over and falls into the water. Stay with the boat.

Then it would be best to ensure the main and jib sheets are uncled. If the sails are full of water, uncleating will help them shed it once the boat starts rotating. And uncleating sheets help ensure the boat doesn't sail off! So, after you find yourself in the water, free yourself of any entanglements and without going under the sail or boat, swim over and uncleat those sheets.

In general, the next step is to swim around to the centerboard sticking out of the bottom of the hull and pull down or climb up on it to rotate the boat up with your weight. Grabbing the gunwale or finding some other way to stay in contact with the boat as it rotates up is essential.

Some two-person crews can use the scooper and scooped method. One crew member swims around and climbs up on the centerboard while the other stays near the inside of the boat, so when it rotates up, they are scooped in. The onboard sailor then ensures the sheets are truly free and the sails are luffing so the other "centerboard" sailor can climb aboard.

Hobie cat sailors have a unique situation in that there is no centerboard. They climb onto the bottom hull, grab a "righting line," and lean back. Again, holding onto that line and grabbing the high hull as it rotates down is essential to stay with the boat and avoid a thump.

Finally, a word about turtling is when the boat hull is no longer lying on its side but is completely inverted and looks like a turtle. The mast is pointed directly down, and the centerboard might retract. In the shallows of Acton Lake, turtling can be a real problem because your mast can get stuck in the mud. So, if you capsize and the wind is trying to roll the boat further inverted, stay off the sail and move quickly to get onto that centerboard.



## AVOID COLLISIONS

- ◆ Sight along the compass
- ◆ Line up the other boat with a stanchion or shroud
- ◆ Check if you're making land, staying the same, or losing land on the horizon
- ◆ If the angle or object on shore stays the same behind the other boat, you are on a collision course
- ◆ Difference in speed is not a factor



**Figure 8-4.** Overtaking rule: boat behind is overtaking and has to give way.

## OVERTAKING RULE

- ◆ Boat ahead is the stand-on vessel
- ◆ Boat ahead has right-of-way
- ◆ Overtaking boat has to keep clear (give way)

## SAME TACK RULE

- ◆ Leeward boat is the stand-on vessel
- ◆ Leeward boat has the right-of-way
- ◆ Windward boat has to keep clear (give way)

## OPPOSITE TACK RULE

- ◆ Starboard tack boat is the stand-on vessel
- ◆ Starboard tack boat has right-of-way
- ◆ Port tack boat has to keep clear (give way)



**Figure 8-2.** Same tack rule: boats are converging, leeward boat has right-of-way.



**Figure 8-3.** Opposite tack rule: boats converging, starboard tack boat has right-of-way.

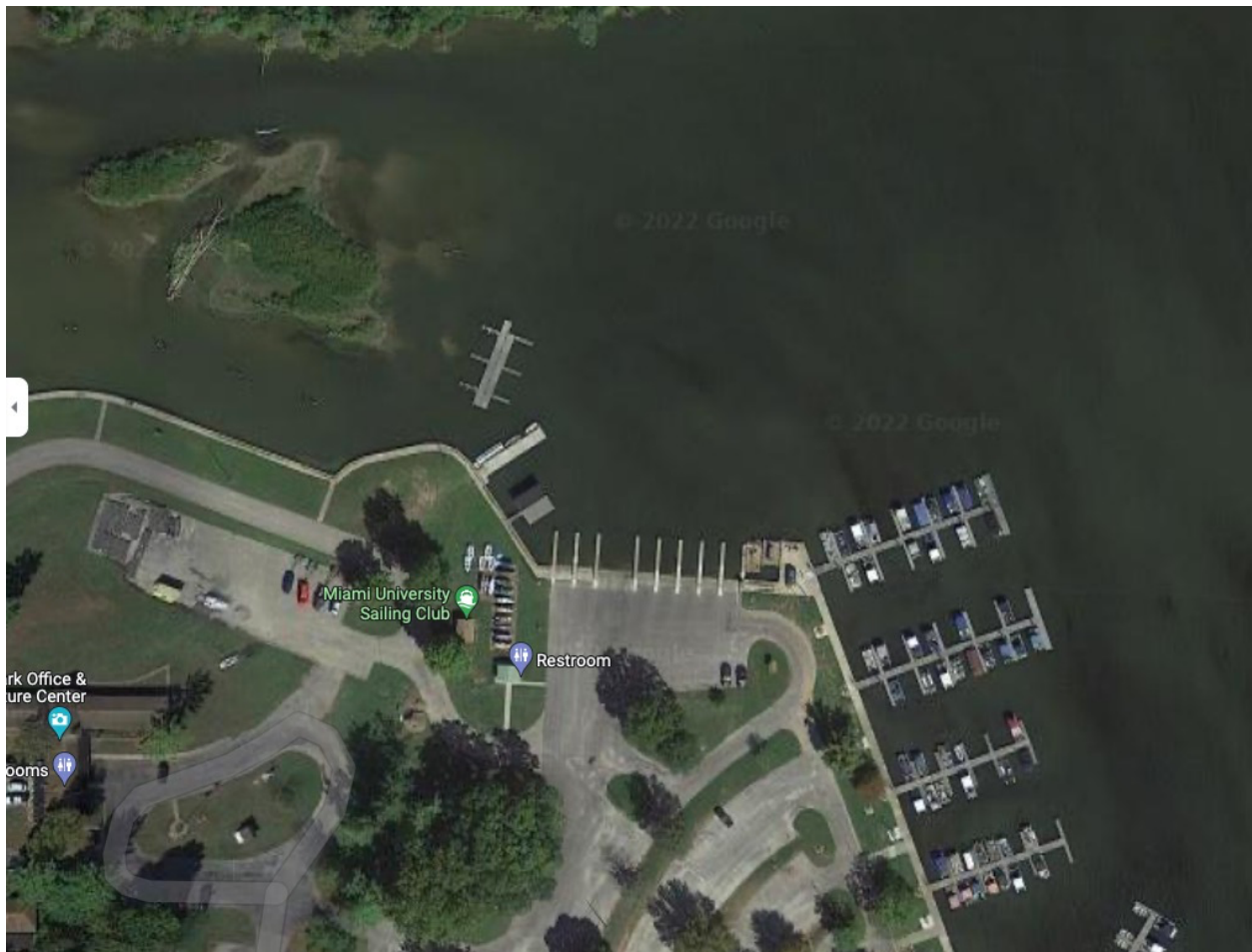
## Launching and Returning

### Launching:

- Always position the boat into the wind to raise the sails.
- Have wind awareness and a launch plan.
- Be mindful of others trying to launch or recover and help each other.
- Eventually, reposition the boat into the wind at the dock just before sailing, raising.
- Ensure main and jib sheets are nucleated and free just before raising sails.
- Ensure the dock is clear if winds are shifty, as the boom might swing out.

### Returning:

- Always turn the boat into the wind before lowering the sails
- Never enter a marina area without wind awareness and a plan
- Be mindful of others trying to launch or recover and help each other.
- If the wind is blowing in, take down sails and use hull “windage” to approach.
- Never approach the dock on a Run with sails up!
- No harm in breaking out the paddles for the last couple of yards.
- Always leave yourself an out to go around and try again.



## On the Water

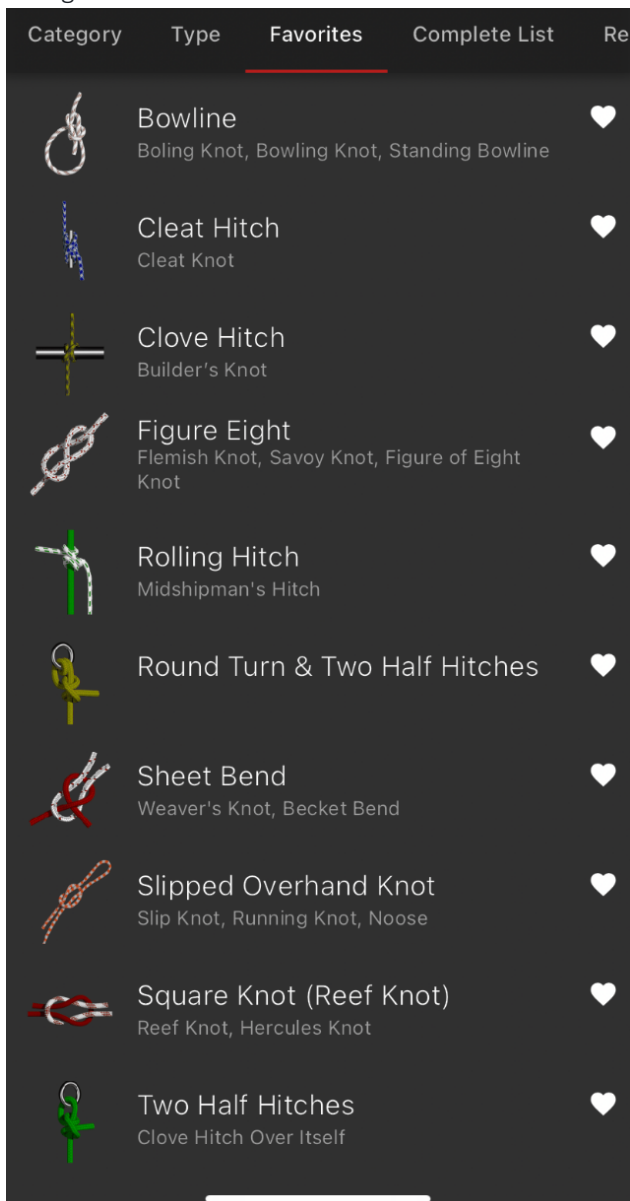
- Help rig your boat and discuss parts.
- Discuss trailer unloading and docking.
- Discuss the launch plan/process and roles, then do it.
- Review capsizes procedures on the way out.
- Explore each point of sail.
- Watch how other sailboats are trimmed for the same point of sail.
- Pair up to practice the rules of the road.
- Study the telltales and luff edges of the sails during trimming.
- Practice moving smoothly to the high side of the boat during a tack/jibe.
- If not too windy, get a feel of the tiller.
- Practice communicating actions such as:
  - Prepare to tack/jibe.
  - Ready!
  - Helms a-lee
- Discuss dock recovery sequence and roles, then do it.
- Discuss trailer loading.
- Help un-rigging the boat, clean it, and store sails properly.

## Knots

Good apps for weather and to learn knot tying:



Sailing core knots to know how to tie:



Suggested Video's to watch on Sailing:

- Sunfish rigging: <https://www.youtube.com/watch?v=A-ikweQ5K9A>
- Sail types of motion; <https://www.youtube.com/watch?v=aK3G8n53D6A>
- Learn How to Sail: A Step-by-Step Guide to SAILING: <https://www.youtube.com/watch?v=WjBYRUZbU4Y>
- How to sail - Points of Sail - Part 5 of 5: Key Learning Points: <https://www.youtube.com/watch?v=-Pe2XyM-Mss>
- How to sail - Points of Sail - Part 4 of 5: Running (sailing away from the wind): <https://www.youtube.com/watch?v=FI-9JeVzsK0>
- How to sail - Points of Sail - Part 3 of 5: Reaching (sailing across the wind): <https://www.youtube.com/watch?v=DsmH7XuMJbw>
- How to sail - Points of Sail - Part 2 of 5: Close-hauled (sailing towards the wind): [https://www.youtube.com/watch?v=mTtKGr\\_4vYg](https://www.youtube.com/watch?v=mTtKGr_4vYg)
- How to sail - Points of Sail - Part 1 of 5: Introduction: <https://www.youtube.com/watch?v=Ow-P45DpHj8>
- How to Sail - Single Handed How to Gybe: Part 3 of 5: Gybing Afloat: <https://www.youtube.com/watch?v=rtYCG7Aho4o>
- [How to sail - Points of Sail - Part 3 of 5: Reaching \(sailing across the wind\)](https://www.youtube.com/watch?v=DsmH7XuMJbw)  
<https://www.youtube.com/watch?v=DsmH7XuMJbw>
- Upwind Strategy And Tactics - Sail in Clear Air: <https://www.youtube.com/watch?v=H9qCSBQa9Zw>