

August Acton Action 2026



On the water practice for racing is key



Wednesday night sunfish classes are so helpful to our racing strategies



Good friends and loads of fun



Rigging and launching practice



Cruiserfest, Dave Judy and Jackie Allen's fish, hush puppies, coleslaw and ice cream are one of August's biggest attractions

Commodore's Corner

501(c)(3) Explorations



Since HSA created the Executive Team position of Sailing Instructor Coordinator in 2023, our introductory educational programs have gotten a bit more structured and focused. Brett Hart has really done an exemplary job—a Coordinator extraordinaire!

When you add his revamped ItS and Sailing Experience efforts to our wintertime Lunch & Learns at the lodge, Dave Dellenbaugh Speed & Smarts webinars, and our Wednesday night Sunfish Clinics, you start to get a sense of all the educational stuff we do. It is quite comprehensive once you reflect on it all!

It is so comprehensive I wondered if we might now qualify for 501(c)(3) status in the eyes of the IRS—a status with benefits galore.

There are several benefits in fact:

1. Federal Tax-Exempt Status From the IRS
2. Donors Can Claim Tax-Deductible Contributions
3. Eligibility for Grants & Foundation Funding
4. Discounted or Free Services (Tech, Software, Mailing, etc.)
5. Enhanced Credibility & Public Trust
6. Limited Liability Protection
7. Access to Additional State and Local Tax Exemptions
8. Eligibility for More Fundraising Tools (Events, Raffles, Online Giving)

So, given all the benefits, David Parrott has graciously offered to explore what it would take to become a 501(c)(3) under the IRS rules for organizations with educational missions. The annual reporting requirements are straightforward for small organizations like ours... just a postcard to let them know we are still small (under \$50,000 in receipts) and active. David is working with myself and Brett Hart to gather the data they need. More as we know it, but we are at least exploring the pros/cons!

Dan Owczarczak 1931 – 2026

Former HSA club member Dan Owczarczak passed away August 22 nd in Pensacola, Florida at the age of 95.

Dan joined the club in 1972 with a wooden Celebrity #192. This boat still makes an appearance at the lake every few years still in pristine condition like Dan originally kept it.

In 1974, Dan expanded his fleet with an International 470 and started racing in the established fleet at the lake. Racing was in his blood so he added a high-performance Laser #38555 to his personal fleet in 1977.

Dan was an accomplished jack of all trades. In 1974, he became a member of the Harbor Master Committee. He served as Co-Chairman (1976), Supervisory Committee (1977), Harbor Master (1981), and filled the Harbor Master Committee Chairman role from 1986 thru 1993.

In 1994 Dan retired and followed his dreams of a big sailboat in Florida. He moved to Pensacola and bought a 30+ footer to sail in Pensacola Bay.

Dan's contributions to HSA recognized by the club and his fellow sailors.

In 1979, Dan won the club championship and was awarded the Commodore Boies Perpetual Trophy.

In 1976, 1981, and 1986, Dan was awarded the Bob's Sportsmanship Award. In 1981, as Harbor Master he orchestrated the build out of a new pontoon boat which is still being used as our Committee Boat. His helpers were Chuck Smith and Frank Peters Jr.

In 1977 and 1989, the Frank Peters Memorial Sportsmanship Trophy was awarded to Dan.

In 1989, Dan received the US Sailing Sportsmanship Award.

Dan will be remembered in both the Ohio and Florida sailing communities where he made valuable contributions and great friendships.

It was my honor to know Dan and call him a friend.

Pete Peters



ISCA Championship Racing

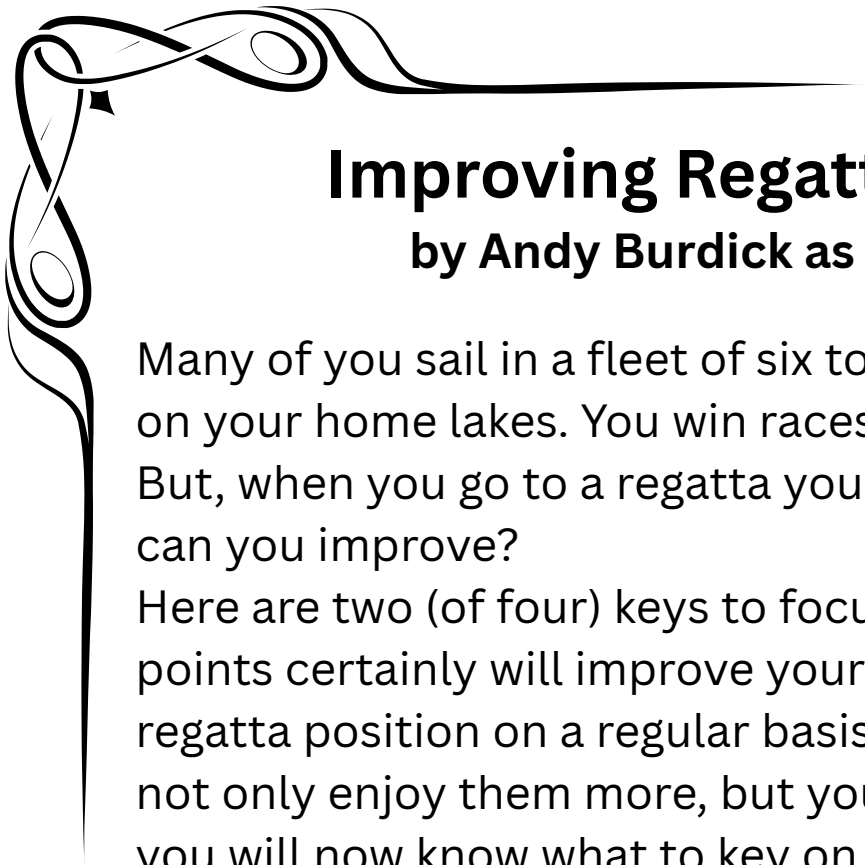


Sept. 11-13 US Masters Mid-Atlantic NJ/USA Brant Beach YC WQ

Sept 12-13 Southwest Regional Championship II Southwest TX/USA Fort Worth Sailing Club WQ

Sept. 19-20 Mid-Atlantic Regional Championship II Mid-Atlantic PA/USA Lake Naomi Club WQ

Sept. 26-27 New England Regional Championship II/Yankee Duo Regatta New England MA/USA Orleans Yacht Club WQ



Improving Regatta Performance Part 1

by Andy Burdick as seen in the MC Newsletter

Many of you sail in a fleet of six to twenty boats on your local waters and you do great on your home lakes. You win races and you place in the top three on a consistent basis. But, when you go to a regatta you never see the top ten or even the top twenty. How can you improve?

Here are two (of four) keys to focus on in order to improve in any size fleet. These focal points certainly will improve your regatta skills. You will find advancements in your regatta position on a regular basis. You will not be intimidated by large fleets. You will not only enjoy them more, but you will want to race in them on a regular basis because you will now know what to key on. Keep this article handy and review it before each regatta. Write the two keys on the deck of your boat so you can be reminded just what you should be concentrating on. Focus on these points throughout the race series.

Key #1 - PREPARATION: Before you even get in the car to go to a regatta you must be prepared to improve and do well. Go over the boat, sails, boards, rudder and tiller so that you know nothing will break or slow you down. Be sure you have all of the parts for the boat and it is clean and ready to race. You know you will be sailing among a big fleet with many different types of sailors. One thing I have learned about regatta sailing in big fleets: Although there may be over 100 other competitors, you are never around more than five boats at a time. Win the race over those five and then move on. Keep eliminating the competition. You never see all 100 boats at once. Just a few at a time. So, concentrate, focus, and put your preparation and the other keys to good use

Improving Performance (cont.)

so that you improve your position instantly and your overall position eventually!

HULL: Clean with soap and water. For major events use a teflon product to clean the hull. Use acetone for any grease or tar marks.

DECK: Use soft scrub and a scrub brush.

SPARS: Wipe down with acetone.

BOARDS and RUDDERS: Wet sand in a fore and aft direction with 600 grit wet sandpaper.

SAILS: Wipe any dirt or grease marks off with acetone. Be sure leech telltales are still in good shape.

RIGGING: Be sure stays and all bolts, cotter pins and safety rings are in excellent condition. Tape all safety rings and cotter pins before racing especially the pulleys on the boom for your mainsheet system.

BAILERS: Vaseline the outside wall of your bailers to eliminate any leaks. If you have extreme leaks in your bailer system, you need new gaskets. Call your boat builder for replacements.

SAILING GEAR: Store your lifejackets, minimal tools, extra line, paddle, ect. under the front deck of the boat. This position is much better to provide balance for the skippers weight.

PRE-RACE PREPARATION: Your preparation is not just your equipment. Although this is very important, you must prepare yourself before each race of a series. On a typical race day you should be on the water at least 45 minutes before the starting gun. you need to accumulate the following data:

- 1) Wind strength: Where on the lake is it strongest and how much does it vary.
- 2) Wind direction: By going out early before the race you should be able to pick out the favored side and then determine that you will sail to that side.
- 3) Wave size: Determine if either side of the lake has flatter water.
- 4) Starting line: Test the line and see which end of the line is favored. Does the line also favor the previously determined favored side? How do you know which end of the line is favored? Go head to wind at each end of the line and in the middle. You do not need a compass, although it helps. Just sight which end of the line your bow is pointing towards when you head to wind.
- 5) Your competitors: Be observant, one of my favorite things is to stand up in the boat, relax and watch others sailing up wind and down wind. Check the wind velocity they are in, where they are on the course relative to the wind, watch the angles, are they on a lift? Where do they get lifted and headed? What kind of setup do they have? Be observant and formulate your game plan relative to the data you gathered. Always have a game plan before the blue flag goes up and you are under the five minute sequence.

Your equipment is ready, you have a game plan and the race is about to begin. Time to move on to the second important key. Remember you are never around more than a few boats at a time.

Performance pg#2

KEY # 2 - SPEED IS KING: No question about it, you must have good speed at any regatta in order to do well consistently. You have to be the fastest boat of the five or so around you. How do you instantly achieve this?

1) Mast rake: Set it the same in all conditions. Put the thought of changing this adjustment out of your mind. Concentrate on the race.

2) Sidestay tension: Taut. When the boat is at the dock, on your trailer, or head to wind, the stays should be taut. The mast should be firm in the boat, not bouncing around. There is never enough tension to measure with a tension gauge. Now that your boat is rigged, concentrate on the wind and making the boat go fast. A major point is heel. In a nutshell, let's go over the different wind conditions.

3) ANGLE of Heel: 0-5 mph wind speed: Heel to reduce the wetted surface area, never allow the leeward rail to have water roll onto the deck.

5-10 mph: Again the leeward rail should not be under water. Keep the boat flatter as the wind increases.

10-15 mph: Keep the boat as flat as possible. Ease your mainsheet in the puffs. Be sure you have vang tension on before easing mainsheet.

15-20 mph: Keep boat as flat as possible. Vang hard, then drop traveler, then Cunningham. Always ease mainsheet in the puffs to keep boat on its lines. Do not stuff boat into the wind to keep flat. Instead, ease your mainsheet with an abundance of vang tension. Never cleat your mainsheet. This is the slowest thing you can do. Become strong enough to work the mainsheet consistently in all conditions. THE MAINSHEET IS YOUR ACCELERATOR!

Use your speed to get yourself out of any trouble you get into. Always head down, bear off to accelerate anytime you need speed. I do not care if I have to duck ten transoms in light air and lose ten boat lengths in order to get speed built up in my boat (obviously in light air you must bear off more to build speed). Speed is what will break me free and allow me to sail away from people who are in bad air or who are not concentrating or who are sailing their boats to "thin" (meaning into the wind). Always go for speed. Speed is King!

Speed is achieved through boat preparation, angle of heel, proper sail control, boat handling and desire. You have to want to beat the other five boats around you. Find ways to out-speed them. Keep the boat as flat as possible. Watch the top sailors in your class. Also, do not cleat the mainsheet. Again, this controls your heel and is the accelerator.

4) Weight placement: Always sit as far forward as possible in all wind conditions and water conditions. This will allow you to balance the boat and prevent you from dragging the transom.