

ACTON ACTION

Spring Series Ends Wet!

Molleran, Henthorn, Wier Roll Doubles



Charlie DeArmon shows his stern to the Y fleet last Sunday. And then the wind came. And the rain. And Roger. Not in that order.

The Spring Series closed last Sunday with a whale of a day on Acton Lake. Most of the action took place in the parking lot afterwards as a storm hit just after the last boat made it up the launch ramps. Not a dry piece of clothing anywhere.

In stark contrast, the afternoon began with a wisp of wind on the water and intermittent sun. The first race, in fact, was a bit of a drifter as boats lazed their way around a shortened course while everyone put on their light air skill super hero underwear.

But near the end of that first race, the skies and the wind did their bi-polar best and the result was moving, literally. The wind filled in from Preble to Butler County and blew us to a strong finish. Race 2 enjoyed a strong and steady breeze from the northwest while the race committee kept its eye on dark clouds forming in the south. (Continued page 2)

COMING EVENTS

July 4th Weekend



The lake, the woods, the water, the sunshine, the food, the competition. What more could we ask for. - Fireworks! 2



Singlehanded Racing: Sunfish Series #2, Sunday July 13. Bring your best game. And a 'Fish.

What's in this Issue?



Whose been to a regatta lately? We catch up with a few people.



Just how do you roll tack a catamaran? We have some advice.

**"TO YOUNG MEN
CONTEMPLATING A VOYAGE I
WOULD SAY GO." - JOSHUA
SLOCUM**

Handicap Fleet? What is it? Does my boat fit that category? Does this mean I can jump into any race on Sundays with my Capri? My Daysailor? My whatever? The answer to these questions and more are on page 4.

Wet End to Spring Series continued from page 1

A slow moving storm was approaching from that direction despite race wind being from the opposite end of the lake. By the time everyone had finished, races and race officials had decided that it was indeed thunder and not just Harley Davidsons in the park and the real race was on: the one to the docks and safety.

Race 2 had ended with Roger in charge of the Y's, Mike Wier commanding the Hobies, and Bill Molleran taking two bullets in the Sunfish.

Bill's late charge to the finish in Race 1 after the final

mark rounding saw him overtake yours truly, who had led most of the way. It was Bill's nifty leeward move at the mark that allowed him to sail under and then tack over to a swift finish. In Race 2 another Molleran Move (a perfectly timed port tack start) put him out in front where he did the wire to wire thing.

Sailing well was super junior Kevin DeArmon who showed once again that he has arrived as a Sunfish racer to be reckoned with at the tender age of fifteen.

Rose Schultz opted to help on committee with Jim Mossman. Thanks, Rose and Jim.

*Race Results**Hobies*

Mike Wier 1 1 2

Charlie Buchert 2 2 4

Y-Flyers

Roger Henthorn 1 1 2

Charlie DeArmon 2 2 4

Handicap

Bill Molleran 1 1 2

Mike Stratton 2 2 4

Kevin DeArmon 3 4 7

Laura Beebe 5 3 8

Pete Peters 4 5 9

Sydney Brooks 6 6 12

Racing on 4th Starts Thursday! Food, Games Sunday; Junior Starts



Hard to see but that is Kofi and Cosette righting a Sunfish after it, ahem, capsized recently. Jibe ho! Now get that mud off the sail, kids!

I realized this past weekend that I will be at a lake five days this week. Thursday brings the first day of the 4th of July Series at Acton Lake.

Friday, we are back on the water for the official Hueston Woods fireworks show. Then it is on to Indian Lake for a two day regatta. Then it is back to Acton Lake on Sunday for racing and the Social Committee's 4th of July Potluck dinner in the Hueston Room. That is a great week.

Bring your boat and your family. Bring table settings and a dish to share on Sunday. Games on the lawn for juniors will take place before dinner. Blanket Volleyball anyone? Here we go!

Hobie veteran Charlie Buchert waits for wind Sunday. It came. Race 2, at about 8-12, steady and in full color.



Tacking a Beachcat? No Problem *Roll* Tacking a Beachcat? Different

By David Hall

Catamaran sailboats are not difficult to tack, but if you attempt to tack by just throwing the tiller over, you probably won't do well. Dinghy sailors have refined a sailing technique called the "roll tack" which vastly improves speed coming out of the tack. A lot of catamaran sailors are not aware that you can roll tack your beachcat as well. Read more to find out how.

1. Have some speed so the boat will respond to the rudders.
2. Warn your crew to get ready, cause he/she has a role in the tack maneuver.
3. Announce the tack and move your weight and the crew's weight to the windward rear corner casting as you begin to slowly but firmly push the rudder to 45 degrees. (Notice there were three things going on simultaneously in step 3.)
4. Tighten the main sheet as the hulls head to weather. Continue to hold the tiller in 45 degree position.
5. Don't move your weight until the boat goes through the wind. As soon as the main "pops" to the other side, and it should make some noise, the crew scrambles to the opposite front corner casting and you release about

6-8 inches of mainsheet as you scramble in and under the sail.

At this point you have tacked and need only to recover. As you move under the boom, hand yourself the tiller extension on the new side. The forces on the rudders are nearly zero, so be careful not to wiggle or move from 45 degrees yet.

6. As you hand yourself the tiller extension, grab the mainsheet with your other hand and move forward next to the crew on the front corner casting. As you move, bring in tension to the mainsheet.

Notice I ignored what the crew does with the jib. I'm convinced it doesn't make any difference what the crew does or when with the jib. The extremes are (a) no jib at all, in which case the crew cannot do any harm whatsoever; and (b) the crew forgets to do anything and the jib backwinds, which is the "standard" for tacking. My crew is instructed to release the jib at step 3

(Continued on next page.)

Roll tacking a catamaran continued

and to take up the slack for the new side during step 4. Then she tensions the jib during step 5. We usually overtack by about 30 degrees and I have to do some serious correcting to get point the right direction. Maybe we should practice more??

The reason you move your weight to the rear corner casting is the form a pivot point for the boat to turn on. Moving two parallel hulls around a circle is very difficult (hence the differential on cars). The reason for moving the crew weight forward is to prevent flipping over backward. The reason for moving the skipper weight forward after the tack is to get the transoms out of the water so the boat will accelerate.

David Hall

Handicap Fleet Awaits You; What Kinda Boat Cha Got?

HSA's Handicap fleet is looking for you. But wait, you say. I don't have a disability. Why would I want to join the handicap fleet? OK, not that kind of handicap. Here we are talking about the kind of handicap that golfers, horse racing, and sailing use - a kind of disadvantage imposed on superior performers to equalize chances of winning.

Our handicap fleet racing uses a system that rates different kinds of boats by class and awards or penalizes a boat based on its "Portsmouth rating". Finishes are based on the time it takes to get around the course rather than your actual place in the parade to the finish line.

So, do you have a Capri? A Rhodes Bantam? A Daysailor? A Buccaneer? A cruiser? A Sunfish? The boat you sail doesn't matter. You can join in the racing with virtually any kind of sailboat.

Racing begins each Sunday at 1:30 with the catamaran start. The second start is for Y-Flyers and the third is the handicap start. As of the moment, the Sunfish are the predominant boat in the handicap fleet, but they welcome all comers.

Sunfish do have their own racing days in the Singlehanded Series but even those are open to anyone racing a singlehanded boat.

Got a handicapper? Bring 'er out. We have a start for you.

BOATS FOR SAIL



Y-Flyer 1590 complete package. It's a Helms boat (fiberglass, pale blue hull, white deck, dark wood floor and trim) with a 3 stay mast. \$1800.00 or a reasonable offer. Trailer and everything you need for your first race.



Hobie 16 for sale, \$500 with sails and trailer. Call Dave at 513-961-8840 or email at mundayde@gmail.com

HSA Sailors Try Some Different Water; On the Regatta Circuit

From time to time members of HSA hit the regatta circuit, trying out big fleet races at other lakes in the Midwest and elsewhere. Just about every class of boat has its regatta schedule. Sunfish are active all over the world as well as in our region. Several of our Sunfish racers have competed in Indiana, Ohio, and Michigan. Catamaran racers are likewise a busy class with regattas for several different kinds of cats all over the globe. Though our club no longer hosts regattas for Sunfish and Y-Flyers as we have in the past, both classes still enjoy good participation in their respective one designs.

From time to time we would like to bring you news of what some of our club members are up to on the regatta circuit. Yours truly hasn't been to a Sunfish regatta in two years, but every summer I climb on an Interlake, a popular class in Ohio and the Midwest, and compete against some of racing's best.

In mid June, I crewed (spinnaker pole guy) in the George Fisher Memorial at Hoover Reservoir in Columbus. More than a few national Interlake champions take part in the Interlake campaigns. (We finished 9th in a field of 30 boats.) This weekend, I will be in an Interlake again at Indian Lake as a tune up before the Interlake Nationals in mid-July in Sandusky.

Hobie 16, F-16s, Nacra 16 racers Joe and Kelly Buchert compete throughout the summer in the Catamaran Racing Association of Michigan (CRAM). Here's what they did on June 21-23.

"We spent the weekend at North Cape Yacht Club in LaSalle MI. It's a fantastic place for beachcats. We got our butts handed to us. The F16 class we race in allows single handers (sailing with main and spinnaker) to race straight up with double handed (sailing with main, jib, spin). The wind was such that they were powered up and trapping most of the time. We couldn't keep up in the light air and choppy conditions. A lot of the heavier crewed F18's (who we often started with) struggled also. Even though the F18's have a larger sail plan we did manage to beat several of them.

We started one race on Saturday with conditions building. At the start Kelly was trapped out and I was hiking. We had a good start and rounded "A" mark right on the tail of the other 2 F16's. Kelly got the chute up quickly and we smoked them downwind to C. We had a couple hundred yard lead as we rounded. At this point the wind was strong enough we could both trap. We managed to extend our lead as we approached A, but then they called the race. Thunder was starting to rumble in the back ground and they didn't want to take any chances.

Our next time out won't be until July 12. We have sold our house and must find a new one. The regatta is the Bikini Beach Regatta in Caseville MI. You can check out the details at www.cramsailing.com."

Joe and Kelly are being modest. Racing in the Portsmouth fleet at North Cape, they finished 3rd overall despite being the only cat in their class carrying a crew.



Joe and Kelly sailing in Michigan recently

New member Sean Dwyer also participated in a recent regatta, a Daysailer event at Leather Lips in Columbus on June 18. We don't know how he did but in our next issue, we will try to fill you in.

Sean has sailed with us several times this year, often bringing a different crew each time. He has five kids and they all been out on his boat this year with Dad. Oldest son Sean Jr. was with Sean Sr. this past Sunday and has the wet clothing to prove it. Way to go!