

Acton Action

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In a strange reversal of roles, it was the youngsters involved in collisions and the seniors up to mischief. At left are Isaac Brewster and his granddad Walter. Yes, that's granddad filling the water cannon off the side of the boat while Isaac prepares for the first race. Later, Isaac, who has not sailed in about a year, ran into a Y-Flyer and bent a few of Roger's spars. He also bent some things on Roger's boat.

July 4th Series Gets Blown Up! (By Wind)

What's Coming

This coming weekend is the third in the Sunfish Series. It is called the Camptown Races and will no doubt be the biggest Sunfish gathering of the season. Usually is. Junior Camp begins the very next day.

The Hobie Challenge is on its way! If you have a Hobie or a cat of any kind, (not that kind) get the pontoons cleaned and the trapeze rigged. Sunday, July 20 is the date. 1:30. Awards and Food!

Yes, the Fourth of July is supposed to be the big deal. At least for fireworks. But it was July 6th, the second day of the holiday series, where the wind started really celebrating. Wind that only climbed occasionally to double digits on Friday, averaged double figures on Sunday. And as you might expect, it was a whole different cast of characters at the finish line in the challenging breezes.

Julie Molleran was the exception in Sunfish. After taking two bullets on Friday, she came back on Sunday and got another one, conceding the other race to second place holder **Kevin DeArmon**. In all, seven Sunfish came to the line with **Brendan Draper** taking third overall for the Series.

In Y-Flyers, **Roger Henthorn & Bobbie Bode** won the weekend but after two bullets on Friday, he gifted Pete and Yours Truly in races 3 and 4 with bullets of their own. Yours Truly and crew then edged out the Peters/Schultz duo for second in a tiebreaker. (And got called a bad name as a result. Even after you put "Mr." in front of it.)

In Hobie racing, well, that is a story unto itself. More about that elsewhere in this issue. See all the results on page 4.



Hobie Skipper Don Fecher gets race ready Sunday.

“Keep marks well away from the windward shore.”

Question: How many times have you been on the water before the start of a race and wondered, “What are those committee people thinking?” It is probably true that all of us have a pet peeve about how to set up a race course and perform the duties of a race committee.

Mine? Oh, yeah. It’s putting mark 4 right up on the shore with the wind coming out of the south and west. It. Drives. Me. Nuts.

We asked HSA members a few weeks ago to tell us about their ideas about how it should be done and got quite a few very good responses. Here they are:

Joe Buchert: “Always set a course you wouldn’t mind sailing. For example: you know how it sucks to try and

So How’s That Committee Thing Going For Ya’?

We Ask HSA Committee Veterans How It Should Be Goin’ For Ya’

round a mark set too close to the trees. (Amen, Brotha.)

“Err on the side of short start and finish lines. Make boat handling a key to getting a good start. Bring back the art of boat handling. Hueston Woods is the only place we race where no one parks on the start line.

“Short finish lines give the right of way some power and thus separates boats a little to cut down on photo finishes.

“We always try to set the perfect course, but remember it will never happen. Everyone is on the same course and it is up to them to sail it the best.

“Even if the wind shifts and the first leg is a drag race there are still tactical skills involved. The first leg of the America’s Cup was a reach and wasn’t that awesome to watch.”

Bill Molleran: “Strive for the perfect course but don’t waste everybody’s time chasing a wind that won’t settle down.

“Flags are great, but use the PA to let everyone know what is going on.

“Short courses with lots of laps and mark roundings are more fun than LOOOOOONNNNNNGGGG downwind legs.

“Keep marks well away from the windward shore. (Amen, Brotha.)

“Hobies are best righted by nosing the crash boat to the base of the mast then gradually lifting while walking towards the masthead.

Jerry Callahan: “JoAnn says it is very, very important to read the directions in the yearbook. I had forgotten that you have to have the motor on the Committee boat in drive to raise the motor when closing up for the day.

“When trying to anchor the committee boat, instead of just tossing the anchor, hold it horizontally with two hands and drop it. It will catch better.

“If when starting or finishing, the flag is already in position. Drive the RC boat to windward so that when the anchor is launched, the RC boat will drift back to the required, square position. (Cont. page 3)



At left, Kevin, Isaac, and Julie head for the windward mark near Sugar Camp. At right, heads gather to assess damage and repair to Roger's traveler as Isaac looks on in concern.



Last Races of Spring Series Complete; DeArmon* Surprises Henthorn

Vacations hit the Y Fleet and some others stayed away from the race course but the wind showed up and gave all three fleets something to contend with anyway as Sunday, June 29th ended the Spring Series.

In Y-Flyer racing, the big story was Charlie DeArmon's wire to wire win in race one. Charlie, who often gamely challenges the Roger only to get a rude smack down, picked up Pete's crew Rose Schultz* and asked her to rub some her magic on his sails. It worked.

Charlie also showed signs of real competitive punch in the July 4th Series, leading race one for two of the three laps before yielding to eventual winner Peters.

In Sunfish racing, Bill and Julie Molleran ran over super junior Kevin DeArmon as the trio finished 1,2,3 in both races.

Multi hull mensch Joe Buchert, crew Kelly, and Don Fecher fought it out with Charlie Buchert in the catamaran category with Joe and Kelly posting the fastest times. Of course, that is uncorrected fastest time.



At left Joe and Kelly Buchert in Friday's contest. Joe is wearing his "spotted cow" life vest. No one said anything about it. We are guessing.

Video Magazine Films HSA; July 4th Race Starts on YouTube

An online magazine crew showed up at the lake Sunday and began filming a piece for their video publication. HSA Commodore Charlie DeArmon and the irrepressible media star Pete Peters were both interviewed before the film crew climbed aboard the committee boat and filmed the afternoon on the water.

When we find out the date of its online appearance, we will let you all know.

Speaking of video, Jerry Brewster has been doing some. He had Kevin DeArmon's Sunfish outfitted with a GoPro camera and has posted two clips of us on YouTube. Very cool.

If you go to this link:

<http://www.youtube.com/watch?v=m7hoBK8sYy0&feature=youtu.be>

you can see and hear the action for all three starts. And here too:

www.youtube.com/v/TySytlGxU4Q&hd=1&autoplay=1

Pete Peters:

"The Committee boat should ideally be in front of the public beach at 1:00 to give plenty of time for setting the race course.

"The marks should not be placed too close to shore as the winds may be goofy, and we should also consider other lake users with room to pass comfortably between the mark and shore. (Amen, Brotha!)

"The rescue boat should always be operated in a no-wake condition and OPERATED FASTER FOR RESCUE ONLY. We will then comply with the new lake rules for the larger motors. The Committee boat can always be operated at full throttle when necessary.

"It's important to communicate over the loud speaker with warnings for the first signal. This is a great courtesy to the sailors and lets everyone prepare to start their watches. You must remember that the loudspeaker is directional so be sure the broadcast is heard by all.

"When a mark is put out, be sure there is enough scope on the anchor line so the mark will not drift. Do not put out too much line so that centerboards will not get hung up when rounding the mark.

"When removing the marks, be sure to wind up the anchor line so that the next committee can avoid anchor line tangles.

"Please report any difficulties with the equipment to Harbor Master Don Fecher. Check the gas situation on both the rescue boat and committee boat and if low or one tank is empty, report to Don.

"Another reminder to report any problems so that next week's race committee will not have any surprises."

(continued on next page)

July 4th Series Hobie Results

The AA news staff apologizes, but we are unable to figure out exactly what happened here. So we present to you the raw data and the official Hobie class interpretation of that data.

July 4

- > Wind speed race 1 6, 10, 6, 3, 3
- > Wind speed race 2 3, 8, 10, 4.5, 9
- >
- > Charlie 2:02:59 and 3:17:39
- > Don 2:06:27 and 3:18:42
- > Joe 1:59:10 and 3:16:30
- > Mike 2:06:24 and 3:22:21
- > Ryan 2:15:12 and DNS

> July 6

- >
- > Wind speed race 1: 8, 6.5, 8, 6.5
- > Wind speed race 2 : 13, 11, 8, 11
- >
- > Dave and Victor ?
- > Don 2:03:17 and ?
- > Charlie DSQ and 2:58:25

"On Sunday, Charlie Buchert capsized the first race and had assistance righting, so he gets DSQ. Dave and Victor were finished on the course, so Don wins, and Dave gets second. In the second race, I called out times for Don and Charlie, and I assumed my scorekeeper wrote them down. I didn't look. They were one second apart and have the same handicap, so no correction is needed. Dave and Victor were finished on the course so they were a solid third place. If I could only remember if it was Don or Charlie that crossed first...." Bill M.

"Charlie beat me. It was a fun race." Don F.

Committee Boat Guidelines

continued from page 4

Roger Henthorn: "Since the new horsepower rules are in place, our Rescue Boat now falls under the idle speed/no wake regulation. Members must be aware of this fact.

"Do not drop marks or anchor the committee boat in the 'no anchoring strip' across the lake on the north end of the beach. Some of the buoys are gone (warning of this) but there is a water line across the lake and our anchors could harm it.

" Since the lake is wider from the beach towards the dam, don't set marks north of the beach or the 'no anchoring' buoys.

"Be sure the motor on the Rescue Boat is ALL the way down. There is a shallow water latch that stops it before it goes all the way down. If the motor is left in this position, the boat will create a larger wake.

"When taking the Rescue Boat out of the water, while still on the launch ramp to remove the drain plug and allow the boat to drain. This works best if the boat is still on the slope of the launch ramp.

"Do not remove the spring clips on the top of the air horn. Those are there for a genuine purpose. They make the horn work.

Bobbie Bode: "Know the starting sequence. If you aren't sure, it is in the yearbook. And there is a copy in the console. There is also a description of the flags in the yearbook.

"Turn the speaker for the PA so that those sailing can hear it. The wind will turn it.

"Don't allow anyone to swim from the Committee Boat.

"Make sure you have a lifejacket for everyone on board the boat.

"If you or someone on the committee notices something isn't working correctly, report it to the Harbormaster, Don Fecher.

Bobbie also had some very good stories about race committee experiences. We will save those for another day, but if you remember John Goldman and Bob Hill, Bobbie served with both on committee on different days.

John was very laid back. Bob Hill, on the other hand, used to insist on everyone on committee wearing white. Just like he always did. At least that is the legend.

DeArmon the Younger gets some help from Callahan the Elder

July 4th Holiday Series

Race Results

Sunfish

Julie Molleran 1 1 2 1 4.25

Kevin DeArmon 3 2 1 2 7.75

Brendan Draper 2 3 3 3 11

Rosa Molleran DNS DNS

4 4 20

Issac Brewster 4 4 DNS DNS

20

Marty Schultz DNS DNS 5 5

22

Y-Flyers

Roger Henthorn/Bobbie Bode

1 1 2 2 5.5

Mike Stratton/Dawn/Cosette

2 3 3 1 8.75

Pete Peters/Rose Schultz

3 2 1 3 8.75

Charlie DeArmon/Megan

4 4 5 4 17

Jerry Callahan/Ian Mahoney

DNS DNS 4 5 19



Rescue Boat Cover Needs Love and Attention; Launching Too



Above: Hook strap that goes through marks (barrels) on motor not on boat stern eyes like below



I know. You thought you were done with this committee stuff, but there is always one more thing. There is a new cover for the rescue boat and there is a good way to place and secure that cover on the boat. There are a number of bad ways.

1. When putting the rescue boat away, the two hooks on the strap that go through the barrel ropes should be attached to the hand hold on the motor, not down to the sides of the boat. Up on the motor makes a better drainage system for the rain water.

2. When putting the cover back on the rescue boat, be sure to tighten the straps so the cover is snug. If left loose, water will collect in the cover and pull the cover down to the floor of the rescue boat.

3. The straps are long on the rescue boat cover. Wrap them up so they are off the ground.

When connecting the rescue boat trailer to your car, be sure to hold down

the tab next to the knob on the hitch and hit it several times. Then CHECK the connection to your hitch by lifting up on the trailer tongue. If you don't check, it could bounce off your hitch.

Someone had this happen to him (or her) recently. (OK, it wasn't a "her") and the result was a nasty dent in the tow vehicle's rear end.

Of course we wouldn't have to go too far back in time to (like last year) to find someone who lost the rescue boat completely because the knob on trailer hitch was not down tightly. Uh, yes, no chains were attached either. Luckily the boat just ended up under the BIG TREE.

And then there was the time someone lost the boat and trailer down the ramp. Or the time someone forgot to disconnect the boat from the trailer once on the water.

As one old salt said then, "A rescue boat with the trailer still attached is slow. Very slow. "

Notice the straps up off the ground. In the photo at left, notice the water collecting in the cover. Yikes!