

Acton Action

One start Sunday looked like this. If you look up the lake, you can see a puff coming. Oh, you missed it. Sorry. It was a small one.

Volume 57 Issue 18



Our Calendar

Sunday
Aug.30
Monday
Sept. 1

Labor Day Holiday Series;
two races each day with the
potluck on MONDAY!

Saturday,
Sept. 6

Race Clinic; free to
members; noon to four with
on the water practice.
midview@wildblue.net

Sunday
Sept. 7

3rd weekend of Fall Series;
Y's, Hobies, Sunfish

Sunday
Sept. 14

4th weekend of Fall
Series; Y's Hobies, Sunfish



Henthorn Opens Door

Before Sunday, it looked like perennial contender and oft time champ Roger Henthorn was walking away with the Sunfish Series. The Y-Flyer kingpin cracked the door for others Sunday by finishing out of the top four in all four races. That left room for the nearest qualifiers to pick up some slack.

Rose Schultz and Jerry Brewster both got bullets to go with ones they had previously earned and bumped their scores down a bit. At the end of the season with Sunfish #4 – OktoberFast – every competitor gets to throw out half of their races if they have raced all. If not, their best finishes are all that is counted up to half the total raced.

With 12 races in so far, new qualifiers Laura Beebe and Yours truly also edged a bit closer to the Roger. (Continued on page 2)

Who are these guys?

Last Wednesday at the lake four Lasers showed up out of nowhere, each with three people on board. A chase boat, shown at left, accompanied them in a capsizer drill. Who were they? Miami's Naval Reserve Officer training Corps. Never seen them before but apparently they have been doing this for years.



Pete Peters, at left, managed to be over early and do a 720 all in one race, but still finished 3rd on the day. At right, Jerry Brewster heels sharply to leeward so he can do a little ketchup.

Henthorn Cracks Door continued from page 1

In all, nine boats competed Sunday on a day that virtually no wind was predicted and none had shown up by launch time. Despite that grim forecast and the reality of a glassy lake, the assembled gamely slid into their boats and crawled to the playing field.

Miraculously, just before the first gun, the wind came. Not a lot of wind, but wind. With the gun, everybody was moving and it didn't take long to find out who had chosen the right end of the line.

Despite trouble at first,

young Brendan Draper found himself in the heat of the battle, finishing second and third in the first two races, only to fall near the back for the last two.

In fact nearly every competitor had a good race with the uncharacteristic exception of Henthorn. Only three points separated the 3rd through 7th place.

The Roger still leads the season long series but if an OktoberFast recovery doesn't happen, the crack in the door will

no doubt become a floodgate.

Jerry Brewster won race three with a wire to wire win. Rose Schultz took the shortened 4th race by a narrow margin over Charlie DeArmon. Both passed Pete Peters and yours truly in an awful leeward mark rounding that saw a fresh breeze carry her home after all had endured the only drifter of the day.

The race to the dock was all Rose. It's the head start thing.

Augusto!

And Here's How They Finished

1. Mike Stratton	1 1 3 4	8.5		
2. Rose Schultz	3 6 4 1	13.75	7. Brendan Draper	2 3 8 8 21
3. Pete Peters	7 2 6 3	18	8. Roger Henthorn	6 8 5 5 24
4. Laura Beebe	5 5 2 6	18	9. Jack Cooper	9 9 9 9 36
5. Jerry Brewster	4 7 1 7	18.75		
6. Charlie DeArmon	8 4 7 2	21		

Don't forget! Potluck for this Labor Day Series is on Monday instead of Sunday. 5:30; Hueston Room; Bring place settings and a dish to share!



Bob and Mary Alice Gast are selling their Compac 24

1983 Compac 24ft., 6 hp Johnson motor, magic tilt trailer that doesn't tilt; berths 4; sink, alcohol stove, teak and holly interior. Middletown - Asking \$3500. rgast@cinci.rr.com



Jim Benagh is selling a Flying Scot #264 1961, very fast, needs caring owner, trailer, two suits of sails, boat cover, stored at Hueston Woods. Asking \$3200 or best offer. 513-615-7775 or jimbenagh@gmail.com

John is selling a Y-Flyer #1816, wood, two sets of sails, trailer, stored indoors, excellent condition \$750 513-777-0394 or jams28@fuse.net

Michael Embry is selling his Chrysler C-26

1978, 26 ft. Coast Guard registered, 2 main sails, 1 150% rolling jib, spinnaker with pole, factory supplied jib, folding keel, designed to trailer, but not trailer included; \$2000. Ohio River, Louisville (**the Chrysler is pictured above and above right.**) 502-354-8334

mike-sail@outlook.com

Lorraine Schultz is selling her Sunfish

Sunfish and trailer. Boat has cover and has been stored inside for some time. Cincinnati - \$750 firm. 513-541-2568

Another Michael is selling a Sunfish

1972 Sunfish includes sail, mast, daggerboard, and tiller with extension but no trailer (**pictured at right**) Currently located on Lake Williamson in Northern Kentucky. Asking \$500. Contact Michael at 513-476-1707 or email mbmjblue@fuse.net



Sunfish for sale; info to the left of picture

Sunfish Series Standings -

To qualify in the Sunfish Series, you need to have raced half of the total races. So far after three Sunfish only dates, there have been 12 races. If OktoberFast, the final in the series, has the usual four races, that means you will need only eight races to qualify. Here are the standings so far with the best six of the twelve races tabulated.

Qualified as of Augusto

Roger Henthorn	2 1 1 1 2 2	8.25
Mike Stratton	3 2 2 1 1 3	11.5
Jerry Brewster	4 4 3 1 4 1	16.5
Rose Schultz	1 5 6 3 4 1	19.5
Laura Beebe	1 5 3 5 5 2	20.75
Pete Peters	5 4 7 2 6 3	27
Brendan Draper	8 5 2 3 8 8	31

Can Qualify if OktoberFast sailed

Megan DeArmon	10 10 8 5 8
Jule Molleran	6 4 9 10 5
Bill Molleran	1 2 2 3 10
Brian Callahan	2 6 6 1 3
Kevin DeArmon	5 3 4 4 4

Racing Clinic Coming Up on September 6

I tack back and forth like everyone else going to the windward mark, but I seldom if ever seem to be one of the first to get there?

I have a good watch. Why do I often start after everyone else has gone?

I know the basic rules of sailing, but why do I have a tough time using them when I'm out on the race course?

If you have been asking

yourself any of these questions, then maybe you should come to HSA's Racing Clinic a week from Saturday.

In that clinic we will get out the whiteboard and the magnetic boats and show you how to get a good start, how to get up the windward leg in first place, and how to finish at the right end of the finish line.

Oh, and that rules thing. Everyone knows it is starboard over port, leeward over windward,

inside at the mark vs. overlapped at the mark, but how do you use those rules to get ahead of your competition?

We will spend some time on shore visually showing you the power of tactics and the better choices to make on the race course.

Send an email to midview@wildblue.net to sign up. Reserve an HSA Sunfish ahead of time if you don't have a boat. Practice racing out on the water will follow.



In the photos above, you are looking at a Dyer Dhow. Tom and his wife Patty were out on a weekday with their recently acquired dhow after purchasing it from an older gentleman on CraigsList. After reading the history below, you will probably agree that theirs is the “midget” model of a boat that has an interesting past. The new owners were unsure of its age but it was fiberglass with wood trim and a wooden mast and boom. The hardware on the boat was all brass. The boat’s name was “Lollipop”, so named because the previous owner’s children used it as the “good ship Lollipop”.

Located in Warren, Rhode Island, [The Anchorage, Inc.](#) has been building boats named after the company’s founder, Bill Dyer, since 1930. After creating the now classic 10-foot Dyer Dink, the most famous of the Dyer line of dinghies—the 9-foot Dyer Dhow—was built in the early 1940s manufactured out of plywood.

During WWII, Anchorage was contracted to supply lifeboats to be carried aboard small minesweepers and PT boats. Dyer Dhows were the boats to answer this call to service. Used on the Pacific front, Dhows were used as rescue units when ships were attacked. Stacks of Dyer Dhows were dropped into the water over shipwrecks to allow survivors safety until they could be rescued. Anna Jones, granddaughter of creator Bill Dyer, describes their early uses during war time:

“The government (War Department) came to my grandfather, Bill Dyer, during WWII and asked him to build a boat that would fit in nine-feet of space and hold nine men. The original 9'ers were plywood and were used on PT boats during WWII. I have pictures of them being loaded on the big transport planes. I also have a picture showing nine of our men standing in one out here on the [Warren] river and it was still floating. About a year or so ago, I had a call from a customer who told me that when he was stationed in the South Pacific during the war they used to take a boat and rag a sail on it and sail around. That’s where he learned to sail.”

In 1949, the first fiberglass sailing dinghy based on the version of the Dhow used during the war was built. While not the first boat ever built of fiberglass, the Dhow is the oldest continuously-built fiberglass boat in production today. The nine-foot Dhow was followed by the 7' 11" Midget and the 12 ½' Daysailer.

A versatile boat, the Dyer Dhow’s “hard chine” or flat bottom design offers great stability perfect for teaching sailing to all ages. Dyers Dhows can hold up to four people or approximately 650 lbs. Dhows are not just sailboats; many people use them as rowboats or powerboats as well.



After sailing in 40 straight national championships in Y-Flyers and winning three of them, Jerry Callahan now races RC Solings and V-32's, finishing 2nd in the latter at their recent nationals.

You take the High Road, I'll take the Low Road: Getting to the Finish Line First In Light Air

By Jerry Callahan

Light wind sailing is some of the worst sailing one encounters. My father used to tell me, “If you **like** sailing in light air, you're a sailor.” One of our HSA sailors worked really hard to become good at light wind sailing, because over the entire season, we had more light wind than heavy wind! It made him one of the better sailors on Acton Lake.

Here are some thoughts about light wind sailing:

Never get far from the starting line in light air. You never know when the wind might quit altogether.

Determine the best end of the starting line and get there early. It takes a long time to get there in light air.

Look up the lake to see what puffs of wind are coming. The first one to that “new” wind often wins.

Watch your telltales and feel the wind on your body. In light air, it often comes from multiple directions. The feeling on your skin often foretells the new wind direction – even before the telltales.

Sit forward on your boat. It gets the aft portion of your hull out of the water and reduces drag.

On beats, heal your boat to leeward. This lets your sail take its natural shape by gravity. Too much heal can be detrimental as your sail has a smaller profile to the wind.

On a run, heal your boat to windward. This gets the plane of your sail up higher where the wind is not slowed down by friction over the water. You should rig a line to the tack of the sail so you can pull the sail out and hold it there.

If the boats ahead of you sail high of the rhumb line on a run, take the low road. There's an old saying, “What goes up, must come down”. While those going high may go fast early, they really slow down when they have to head back down to the mark.

Watch any puffs that come down the course especially on a run. Sail high to get the puff then run low to stay in the puff longer. The saying is, “Up in the lulls; Off in the puffs”.

Sail to the closest end of the finish line. The finish line almost always has a favored end. Just because you can probably cross the finish line on your present course, doesn't mean another boat won't beat you by sailing to the closer end.

If you're a new sailor, glance at other boats for guidance. Look to determine how their sails are set, what course (direction) they are sailing and where they are sitting. Don't look too long as you should be concentrating on your telltales and the luff of your sail.