

ACTON ACTION

VOLUME 57 ISSUE 20

SEPTEMBER 11, 2014



Three Y's guys head for the finish line Sunday. Left to right, Jim Mossman and Karen Thompson, Charlie DeArmon and son Kevin, and Yours Truly with Marie Toon.

SEASON WINDING DOWN – BEST SAILING AHEAD

*“By all these lovely tokens
September days are here, With
summer’s best of weather And
autumn’s best of cheer.” ~ Helen
Hunt Jackson*

Although there are only four weekends left in the Fall Series, there is still plenty of reason to be looking ahead. The weather will cool down, but the wind should pick up.

If you feel as though you haven’t had nearly enough, the

month of September is your chance to fill your cup.

Coming up this weekend is the 4th Fall weekend with all fleets in action. The 5th and 6th weekends follow and even if you haven’t raced in the Series yet, you can still qualify.

On October 5th, we will celebrate the end of the season with the last of the Sunfish Series in OktoberFast, with awards and a picnic afterwards.

All that remains on this year’s calendar after that is the Haul-out of HSA boats on Saturday, October 11, followed by the annual banquet on November 1st at Barn-n-Bunk in Trenton.

Learn to Sail classes are still available during the weekdays, and you still have enough time to complete Sunfish certification before winter. The sound you hear in the background is the lake calling you. Don’t let it go to voicemail.

Inside This Issue:

Page 2 Get Faster: A Guide for Newcomers to Racing

Page 2-3 The scoop on Sunday’s contests

Page 4 Get your Sunfish ready for OktoberFast with this guide to rigging for racing by Sunfish champion Eduardo Cordero



GET FASTER

BUILDING ON THE
BASICS BY THE WIND DOC

The following are crucial areas which you'll want to work on to propel yourself up the learning curve. By paying attention to each of these it won't be long before you're catching up with those at the back of the pack. Enlist your fellow competitors to help build your skills by bombarding them with questions — this is a very effective way to learn and most sailors are more than happy to share their knowledge.

Wind awareness: Pay as much attention as possible to the changes in wind strength that can be seen on the water — gusts show as darker patches, while lighter areas indicate a lull. This knowledge helps you to become more in tune with the boat — you'll have advance warning of when you'll need to move your weight, or hike harder to keep the boat flat. A change in wind strength is almost always accompanied by a change in direction, so if you're sailing the windward leg of the course you'll need to adjust your course to suit the new wind direction and in any case you will need to re-trim the sails. It takes time to develop a high level of wind awareness, so don't worry about nailing it straight off — just start by making sure that it's always uppermost in your mind and be content to slowly build your feel and appreciation of what's going on. In particular, don't make the all-too-common mistake of assuming the wind's still coming from exactly the same direction that it was five or 10 minutes ago.

ROSE SCHULTZ COMES OUT
SMELLING LIKE . . . A ROSE!

By Jerry Brewster

The wind was blowing strongly and steadily until the Sunfish fleet converged on the Y fleet at the windward mark in race one Sunday.

At that point, I shouted, “Hey Y-Flyers! If I pass you guys, I get to cut my race points in half!” Just as I said that, I watched veteran Rose Schultz and rookie Jenny Deaton sail past me.

I remained smug despite the fact that I was now floundering in the new shifty light air while a seasoned racer and a novice were moving along steadily on either side.

As Jenny passed me, I taunted the Y's further: “And if Jenny passes you, your points will be doubled!” Wisely, Rose ignored the trash talk (flotsam talk?) and focused her attention on trimming her sails and looking for wind.

Needless to say, she rounded the mark and seemed to keep pace with the Y's. Rose kept the lead and finished far ahead.

Although finishing last, Jenny appeared to stay with the fleet and only struggled rounding the leeward mark.

The second race started with Pete and I contemplating a port start as the wind briefly, but

strongly turned back 75 degrees to come out of the east. Pete and Rose started at the favored port end, but on starboard tack. Jenny and I started at the committee boat.

Once again Rose made it to the windward mark first and continued to increase speed and her lead, never looking back.

Pete rounded the leeward mark and headed to the finish ten seconds ahead of me and covering like mad. On the last tack, I crept up on him until at the last moment the committee announced “Over, Jerry.” The committee later told us that it was a matter of two inches.

Ed. Note: Pete reportedly beat Jerry with a paddle a short time later.



Family Feuds Livens Up Learn to Race Clinic

There was some mom vs. daughter and father vs. son when Learn to Race Clinic participants took to the water last Saturday.

Kathy Wilson brought her two children, Emily and Andrew, and Jim Cooper brought along son Jack and all enjoyed a little friendly family competition once out on the lake.

Also turning out for the clinic were John Shipley in his Capri 14.2 and Darrilynn Brewster.

The clinic focused on starting and sailing the windward leg during their on the shore instruction. The result by the fourth and final race was that competitors were all on the line and moving at the gun.

The shifty but strong wind kept everyone vigilant but it wasn't long before Emily Wilson and brother Andrew, both on Emily's boat, capsized between races after being hit by a gust. Others came close to the same fate with gusts to 12 mph.

John Shipley won the day with Jerry Brewster on board as crew on his Capri, but among Sunfish it was a one point victory for Kathy Wilson over Darrilynn Brewster. Darrilynn won two races, John the other two, but it was Darrilynn's troubled last race where she finished sixth that handed Kathy the clinic race victory.



New member Brett Hart, who came with his family to a Learn to Sail class, took advantage of a postponed trip to Brazil to get in his Sunfish certification last week.

Y-Flyers Duke It Out with Rookies

When the gun went off, all of the Y's headed for the windward mark. Or did they. No, some didn't. A last minute committee course adjustment changed the race from a figure eight to a triangle, but some didn't catch that change. After rounding the wrong mark, Jim Mossman and Charlie DeArmon compounded the mistake by heading for a second wrong mark.

It didn't hurt as much as it should have. The two of them recovered nicely and put themselves back on the transom of Yours Truly. At the end of the day, it was all Mike but Jim Mossman did make a nice run at the line in race two to nip Charlie DeArmon in the last meter of the race for second.

Crewing for Yours Truly was novice Marie Toon, a friend of Jim Mossman's new crew, Karen Thompson. Both performed admirably despite their rookie status. Marie was pressed into service a half hour before launch.

The Y's will be back in action Sunday with the return of Mossman and Thompson, Scott Johnson and Jason Thompson, Roger Henthorn and Bobbie Bode, Pete Peters and Rose Schultz, and Charlie DeArmon and a crew to be named later.

How to Rig a Sunfish - by Eduardo

Eduardo Cordero is a several time Sunfish International Champion. For more about tuning and racing a Sunfish, click on the headline and go to the entire article.

Halyard location:

106"-107" measured upwards on the upper spar starting at the point where the black cap meets the upper spar on the bottom. Lowering halyard location raises the height of the boom above the deck. This adds power to the sail. Increasing the distance from the bottom to the halyard location will do the opposite. Make sure the line does not slip. Apply electrical tape on top of it.

* In light air, do not over tighten the halyard because it may cause the mast to twist.

Head location:

Measure 160" on the upper spar starting at the point where the black cap meets the spar on the bottom and tie the head of the sail in this position. Keep the luff loose, so you have power for sailing downwind, especially in light air.

Gooseneck:

You can set the gooseneck between 12" and 22" but I recommend starting at 14" or 16" from the point where the black cap meets the boom at the front.

Locate Outhaul Cleat on starboard side of the boom at 64" (from the front of cleat to where the front end cap meets the spar.)

Locate Cunningham cleat on bottom of the boom at 41" (from the front of the cleat to where front the end cap meets the spar.)

Aluminum cleats with roller fairlead work better. Use a thimble where you tie the loops on both controls, so it makes the line running smoother.

Lines:

Mainsheet: 33 feet of ¼ for light air or 5/16 for medium/heavy wind. 5/16 will be better as all-purpose line. (Polypropylene line with spectra core. e.g. Yale light, rooster ropes, or ultra light Samson.) My choice; ¼ rooster ropes. Don't use polyester or Dacron lines. They are heavier and soak a lot of water. Halyard: 24 feet of 3/16" or 1/8" spectra 100% (AmSteel 12 – Samson) or any line with polyester cover and spectra or dynema core. ...My choice would be 1/8 spectra, but it's very skinny, so it's hard to tighten.

Outhaul: 25 feet of 7/64" spectra or dynema line (AmSteel 12 – Samson)

Cunningham: 15 feet of 7/64" spectra or dynema line (AmSteel 12 – Samson)

Replace sail clips with the 1,75 mm or 2,5 mm 100% spectra line. Leave 1/16" or more of a gap between the spars and the sail grommets. Leave a bigger gap where the halyard is tied on the upper spar. Use longer sail ties (twice around the spars) on the clew tie-down, head, Cunningham grommet and tack.

* Important: Replace supplied tiller extension with a longer one (about 42 inches)