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Molleran Wins Sunfish Battle in Wild, Windy Finale

Though only sailing in his third event of the season, Bill Molleran reestablished himself as the man to beat with a dominating performance in OktoberFast on October 5th. The racing saw lost mainsheets, people falling out of their boats, capsizing, and other wondrous boat gymnastics. In the end, it was all Molleran even though he only won two of the five races. More on page 2! Complete race results on last page.

Haul Out

HSA put a couple of punctuation marks on the season in the past week. The first was an exclamation point as racers battled wind that gusted to 18 mph. The second was a period as the Harbormasters hauled out the committee boat and Rescue 1 and put them under the pressure washer.

Led by Commodore Charlie DeArmon, the Haul Out crew put on new trailer tires, serviced engines, and cleaned equipment. The crew may have to return next week to finish winterizing engines and storing them in the "Pump House".

Alongside Charlie were Roger Henthorn, Bobbie Bode, Jerry Callahan, Pete Peters, Yours Truly and, with hot chili and dessert, Joann Callahan.

The crew had to ignore a warm but brisk breeze from the east at 10 mph.

Save the Date!

HSA Banquet
Friday, Nov. 1
Get your RSVP into Rose Schultz soon. Barn 'n' Bunk!

Triumph
Bill Molleran in a tell all thriller on page 5

Tragedy
Roger explains how it all went wrong. Page 3



Trophies!

Despite being manufactured the night before in Mike's barn, the awards turned out to be rather respectable. Alongside the three top finishers' trophies is the OktoberFast traveling trophy.

And the Winner IS...

Before the racing began, Bill Molleran said that his first goal was to get reacquainted with his boat and try not to fall off. He didn't fall off. And he didn't let up. After winning race one by a good margin, The Bill stayed in the top three all day.

Girl Power

Except for a momentary capsized in race 5, Laura Beebe (pictured below) kept her cool in the chilly air and water and finished at or near the top in every race but one for second place overall.

Hot Race? Hot Food

A post race trophy presentation? Pulled pork crock pot? Potatoes? Pumpkin chocolate chip cookies? Pole slaw? Pupcakes? P-licious!





Entering OktoberFast, Roger Henthorn (at left in hoodie) was the season leader in the Sunfish Series. Below is his account of what happened. Too much luck. Bad luck. It was a day he would like to forget.

Yes, it turned out to be a bad day. First race, I was in the front just before the weather mark. Had to tack and my life jacket got caught on the boom and delayed me getting to the high side. That was all it took to flip the boat and stick the mast about a foot into the mud. I tried pulling on the daggerboard, but the mast was buried.

Pete responded with the rescue boat and tried to turn the Sunfish into the wind. I t still wouldn't come up. After what seemed like a long time, I tried to get into the rescue boat. The current boarding ladder isn't worth anything to get into the boat. I t rolls under the boat, making it almost impossible to get in. I finally climbed up the motor. Once in the boat, it took us another 10 minutes to right the boat. Wet and cold, I started the second race a full lap behind everyone. But I finished.

I had a good start in Race 3. I was leading Bill at the weather mark. I tacked to

round and a big gust hit as I was rounding and drove me into the mark. I pulled up the daggerboard to get off the anchor line, but in the wind the boat heeled and the mainsheet caught the mark. I pulled the mark downwind several boat lengths.

Race 4, I think was an uneventful race. I don't remember it at all.

Race 5, I was running the line at the start. When the gun went off, I tacked onto port just shy of the pin. When I tacked, the clip the holds the mainsheet to the bridle decided to release itself. The main went straight out and I ended up running the line on port. This might have caused some confusion to the other sailors thinking it wasn't time to start. After getting the clip back on the bridle, I was way behind and headed in. That is the best I can recall of a bad day. Yes, I was cold enough afterwards to put on long pants!!



The Winner's Circle (of Friends)

The competitors gather for a post race pulled pork pig out for a group photo. From left, Jerry Brewster, Megan DeArmon, Charlie DeArmon, Kevin DeArmon, Laura Beebe, Roger Henthorn, Bill Molleran, Gwen Marshall, (Bobbie!) Yours Truly, and Brendan Draper.

Fall Banquet Up Next

HSA Returns to Barn 'n' Bunk

Vice Commodore Rose Schultz is hard at work with her minions preparing for the upcoming awards dinner. The gathering will once again include a wine tasting brought to you by Commodore and sommelier Charlie DeArmon. Get your RSVP into her as soon as you can.



Calling All Traveling Trophies

If you received a special award last year, please return yours to the Executive Committee as soon as you can for new engraving. Have someone in mind for those awards for 2014? Check your yearbook to see how those people are chosen. Send your nominations to Rear Commodore Laura Beebe. And soon!

Sunfish Certification Outlier

You might have been too busy to look around during the racing on OktoberFast. But if you did, would have seen Brett Hart out in a Sunfish. He wasn't racing, having just complete LTS and Sunfish certification class last month. Brett braved the 10-20 breezes to put the final touches on his certification. Stayed upright the whole time while many of the vets got wets. Way to go, Brett!



Photo Gallery

Above right, Bobbie feigns directing the backing of the trailer as Charlie and Roger do the grunting. > Above left, the view from the dry dock. HSA covered the parking area with boat stuff. At left, the trailer before its new shoes. Above, 3 Y-Flyers returned Sunday, October 13, to clean their own boats, take down masts, and rig boats for the return home.

Inside Racing: a Look at Tactics and Strategy from the OktoberFast Champ

(Ed. Note: If you would like to know what goes on in the mind of a competitor on the course, OktoberFast champ Bill Molleran gives us a look inside his head.)

Before the start: get re-acquainted with the boat, try not to fall off. Sail to windward a while and see how bad it is shifting (a lot!). Debate with myself about how to adjust the gooseneck: Self1 - I a c j that boom forward, stay in control in the g h f c b [k] b X b c z G X c B & h chicken, you'll go slow the 90% of the time when you are not sailing in a gust. Self1 - I m c i f i W U d-g j e n y h i k G Y f don't have a cleat, just let go if you get in h f c i V Y I " 7 c a d f c a] g Y z forward a little, and snug up the outhaul. Next, sail a lap and make sure you know where to look for the next mark.

At the start: Sail between the pin and the RC boat, watching for the favored end. Stay out of traffic if possible, but never stray too far downwind of the line, you never know when the wind is going to shift or die. Look up-wind every now and then to see what's coming. Be surprised anyway. Stay away from Kevin. Don't be too early to the line so you can hit it at full speed. Fail at this every #@\$ time.

After the start: crank it up, focus on getting the boat accelerated, try to put a little distance between me and nearby boats for clear air. Look for an opportunity to tack if someone is below and forcing me to pinch. Win the start next time so I

don't have to deal with traffic.

In the gusts: If the boat starts rounding up without my permission, ease the sheet (its never cleated) hike as far out as I can and take the pressure off the rudder until it starts working again, then get that sheet in hard and steer back down before any momentum is lost.

At the windward mark: ease the sheets as g c c b U g] that I'll make it around. Hike hard to lift the boom above the mark, find the next mark, and lift the board. I would love to ease that outhaul now, but I can't reach it.

Downwind: Check the wind indicator at the top of the upper spar to optimize the sail angle. Don't let Mike luff me up so much that three other boats will pass. Am I going to gybe at the next mark or just ease sheets? Hike out to get the end of the boom up high and take the pressure off the rudder.

Leeward mark: If I didn't gybe at the last mark, then I better do it before I get to this one. I am not coordinated enough to gybe, steer and sheet in all at once. Put the board down at the last minute and get ready to haul in a lot of mainsheet fast. Enter wide, exit close. Don't go around to far and pinch. If there are boats behind, then stay on port tack for a few boat lengths and tack to starboard so I end up directly up-wind to protect my position.

OktoberFast Race Results

1. Bill Molleran	1 2 1 2 3	8.5
2. Laura Beebe	2 3 3 1 5	13.75
3. Mike Stratton	3 1 4 6 2	15.75
4. Kevin DeArmon	4 4 2 5 1	15.75
5. Jerry Brewster	5 6 7 7 7	32
6. Charlie DeArmon	7 5 9 9 4	34
7. Brendan Draper	6 7 5 10 6	34
8. Gwen Marshall	8 9 10 3 9	39
9. Roger Henthorn	DNF 10 6 4 DNF	40
10. Megan DeArmon	9 8 8 8 8	41

Who stayed upright in the blasts of OktoberFast? Not Yours Truly, who got dumped from his boat in race 4. Boat stayed up but skipper didn't.

Laura Beebe also found out her dry suit isn't – in race 5.

Kevin DeArmon had a capsized where he didn't get wet. He rode the gunwale and popped the boat back up before a dunking could happen.

Roger Henthorn, of course, has already admitted to his misadventures. Looks like Bill Molleran's strategy of just staying upright was a good one. If you're not getting wet, you aren't trying hard enough? Apparently not.



Jerry Brewster, with a GoPro mounted on his boom end, heads for the start line and a fleet of Sunfish ahead. Jerry has acquired a great deal of footage on his cameras, two of which were mounted on Kevin DeArmon's boat.