

# ACTON ACTION

## Spring Series Ends Well

*Final Race Day Sees ~~Good~~ Great Weather!*



It was supposed to be really windy. It was. It was supposed to be too much. It wasn't. The wind forecast was 10-20 with gusts to 25, but it ended up being a spectacular day at the lake with strong 10-15 mph wind that slowly diminished as the afternoon went along.

Despite talk of cancellation, the final race day of the Spring Series came off just beautifully. Y-Flyers came out; Hobies didn't. The race day was sandwiched between two days of heavy rain that left the lake way up and the docks covered with mud. We have the dirt on the whole story.

## Thieves Strike; Rescue Boat Gets Ripped Off

Sometime late last week, thieves using portable power tools cut the lock off HSA's Rescue One's motor and made off with it along with the boat's marine radio, two fuel tanks, the storage box, and the battery. The boat was in the dry moorage area.

Roger Henthorn discovered the theft Saturday when he and crew Bobbie Bode went to the lake for a Girl Scout sail outing in the Flying Scot.

On Sunday, Chris Neglia told us that the gate lock on B dock was cut. Chris's solar inverter was stolen off his cruiser. It is unknown if other boat owners were also hit. (continued on page 5)

### JULY 1, 2015

#### Racing Results



Y-Flyers end up in virtual three way tie for first Sunday, but it all gets sorted out.

2



Sunfishers tune up for Camptown Races.

2

#### Upcoming Events



July 4-5 - Fourth of July Holiday Series and Potluck This Weekend! On Sunday!



July 12 A school of Sunfish about to gather as Camptown Races comes to Acton Lake.

*"I'm not afraid of storms for I am learning to sail my ship"*

## Y-Flyers Take on Wind; Wind Surrenders

With the Spring Series neatly tied up and stored away, Roger Henthorn and crew decided to help out on committee. The rest of the Y fleet went after second place and battled it out in two races that marked the end of the Spring Series.

In Race One, despite an unplanned but stellar start by Yours Truly and crew Travis Stevens, a recent LTS alum, Pete Peters and Rose Schultz got to the windward mark first and fended off a challenge by Charlie and Megan DeArmon to win the race. But it was close.

The wind was still a robust 10-15 mph as the gun

went off, but as the afternoon went on, it gradually turned into a rather calm 5-12 for race 2.

It looked for a while as if the second race would mimic the first as Peters and Schultz again laid claim to the weather mark first, but on the downwind leg of lap 2 of the three lap challenge, Yours Truly slipped by both Peters and the DeArmons to take a lead that was never relinquished.

Two close finishes in two really fun races brought the Spring Series to a conclusion. Scott Johnston, sailing with another LTS grad, Adriene



*Y-Flyers get off the line on Sunday. A good start was important but with strong winds, everyone stayed close together even after three laps.*

*(Brewster photo)*

**Continued on page 4**

## Club Boats Ready and Willing; Got Certification?



*The Fulfords enjoy a day in the club's Flying Scot Sunday. Mom Leigh Ann and sons Perry and Henry are all alums of HSA camps. That's daughter Ginny Beth in there too.*

HSA members have already taken advantage of the availability of boats this season. The club has several Sunfish, four of which are on the racks at the lake.

HSA also has a Flying Scot, a 19 ft. daysailer, that club members can get checked out on and use. The Sunfish Certification class is the place to get started. By taking the class, you can get become certified to take out a club Sunfish any time you like. The class usually takes just one afternoon with an instructor and a few Sundays with the fleet in order to earn your stripes.

The Flying Scot requires a bit more but is still an option for members looking for the big boat experience.



Scott Johnston and crew Adriene Kramer keep a close watch on the luff edge in Sunday's racing.

## Leeward Mark Rounding: Is There a Better Way?

Adapted from an article in *Sailing World* by Andy Horton

*Apex Rounding - a leeward mark rounding where you sail around the mark at your boat's optimum turning radius and are adjacent to the mark at the apex or highest point of your turn. An apex rounding allows you to carry more speed through the turn and keeps you farther upwind than a traditional wide-n-tight rounding, but it also leaves the exit lane open to windward. Also known as an apex turn.*

*Wide-n-Tight Rounding - a traditional leeward mark rounding where you approach the mark wide and then turn to round the mark so close that you could reach out and touch it as you head up to a close-hauled course. This is a tactical rounding, and one that requires you to sail slightly downwind of the leeward mark to execute. But it is also the rounding more likely to give you cleaner air around the mark and to put you in the controlling windward position in the exit lane.*

The classic leeward mark rounding is to come in wide and round tight to the mark as you head upwind. It's a technique endorsed by numerous experts and authoritative racing texts, but could there possibly be a better way?

Let's say that two boats are entering the three boat length circle at the leeward mark bow to stern. The lead boat enters the turn wide-n-tight, the other, the trailing boat, enters doing a apex turn. Often the trailing boat leaves the mark with a 10-20 meter gain. How does that happen?

The boat losing out is rounding in the traditional way - coming in wide and then taking the mark close as it headed up to a close hauled course. The other boat, the one that gained, rounded so that the mark was at the apex of its turn. This is

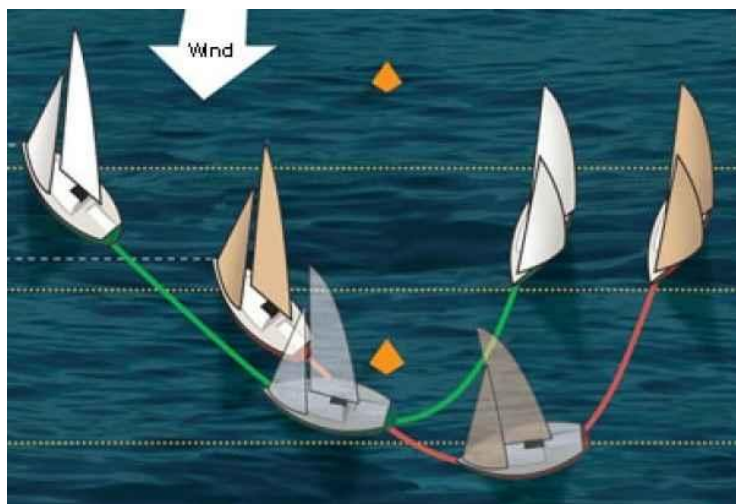
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### Leeward Mark Rounding (Continued from page 3)

the apex turn. You're always going to make the same turn, regardless of how you round the mark. The apex turn is your optimum radial turn - you are not skidding out, the sails are coming in perfectly, and the boat doesn't slow down any more than necessary when completing the turn.

Take a look at the diagram below, which shows the mark position relative to these two rounding methods. The boat with the green track is doing an apex turn while the red track boat is doing the ole wide-n-tight. The dotted horizontal lines are the ladder rungs of the course. The traditional turn costs that red boat a significant amount of distance toward the next mark. While making his tactical turn, he's sailing downwind a half a boat length extra and then upwind a half a boat length extra.

(continued next page)



### Sunday Racing (continued from page 2)

Kramer, rounded out the Y-flyet.

Stevens and Kramer, who both just finished the June 6-7 Learn to Sail class, took the invitation to crew, and jumped into racing just a few weeks after their first lesson.

In Sunfish racing, most of the fleet matched the Hobies in a disappearing act with only Brendan Draper and Brett Hart making it out on the course.

Brendan may have missed a windward mark in his two wins, but it went unnoticed by the committee apparently. Brett, who took LTS just last summer and Sunfish certification class, is proving himself to be a fast learner, as he pushed the young but veteran racer Draper in both contests.

Don Fecher showed up to take advantage of the great wind but found that the Hobie Fleet was either in Michigan racing or taking a break.

## RACE RESULTS



### Y-Flyers

1. Mike Stratton and Travis Stevens 3 1 3.75
2. Peter Peters and Rose Schultz 1 3 3.75
3. Charlie and Megan DeArmon 2 2 4
4. Scott Johnston and Adriene Kramer 4 4 8
5. Roger Henthorn and Bobbie Bode DNS :)



### Sunfish

1. Brendan Draper 1 1 2
2. Brett Hart 2 2 4

### Apex vs. Wide-n-Tight (continued from page 4)

A boat making a traditional tactical rounding will be a little further to windward of a boat that makes an apex turn around the same mark. However, if you're giving up a few feet to windward, you're gaining much more forward by sailing a shorter distance overall. In the diagram, the boat behind is not in a better position. The only thing it gets is a little clean air.

This concept becomes pretty clear when you think of it in terms of a starting line. If two boats start bow-to-bow on a square line they would be even. One is to the right of the other and has a starboard tack advantage, but everything else is even. Now when you draw in a boat that has gained the exact amount shown in the diagram - one length forward - and lost one quarter of a length to leeward, that boat is clearly ahead and in a much more powerful lee bow position.

However, there are times when a traditional turn is still better than an apex turn, despite the extra distance sailed.

Generally, the traditional wide-n-tight turn is best when you are behind. This is primarily because it is likely to get you clean air and a better lane exiting the leeward mark or gate. You will sail extra distance, and other boats will gain on you, but you will be able to hang in your lane longer. If you are planning on tacking away right at the mark, and there is no one behind you to potentially catch you on starboard, or for tacking too close, then an apex turn would be better. You will sail less distance and because you are tacking right away you need not worry about sailing in dirty air.

There are many times when the wide-n-tight style is the best option, but there are also some times when you could make an easy gain on the fleet with an apex turn. Coming into the leeward mark, you should plan on doing a traditional turn, and then see if an opportunity to make a quick gain with an apex turn is there. Then, go for it.

### Thieves Strike (continued from page 1)

but if you have a boat at B (and perhaps A, C, or D) Dock, it might be a good idea to check on your boat. A Dock's Dennis Hensley lost a fishing pole.

The motor, a 25 hp Mercury that originally cost about \$2700, the wooden bench containing the battery and radio, and two fuel tanks are all listed as gone with an estimated value of \$4500. A new engine of the same hp is about \$3800 alone.

According to Henthorn, the thieves likely hid under the boat's canopy while they sawed off the theft prevention bar. He has been in touch with the insurance company and only about two thirds of the loss will be covered even with a \$500 deductible.

One item considered for purchase along with a new motor, fuel lines, and fuel tanks is a new lock, one made of stainless steel and much more difficult to cut through. Other loss prevention ideas will no doubt be discussed at upcoming meetings of the club.

One HSA source said that it had been 15 years since the club had suffered a loss through theft. Park Rangers have been given serial numbers and photos of the missing items. Members responded to a call for photos soon after the theft was reported. Thanks. (Theft preventer below.)



## New Members, New Sailors Have Opportunities

A bad day on the water is better than good day anywhere else? OK, that might be a stretch, especially if you have been on the water under stress or just under water.

Yet many who have made the water and sailing their passion believe just that. Life after Learn to Sail class is full of opportunities to get in deeper.

One of those opportunities is pictured at right - being a part of the race committee on a Sunday race day. The Committee boat and its remora Rescue One are

good places to enjoy the lake and a prime viewing spot for the racing and other activities happening on any given Sunday.

With several Y-Flyers and Hobies in the club, there are often crewing opportunities for anyone wanting to jump into a boat and literally learn the ropes as HSA's racing sailors go head to head, often in close quarters. What better seat to view from than the one right in the boat with the skipper. Recent grads of LTS often take advantage of that very view. And you don't have to be a member to do it.



*Committee Members pose Sunday. From left Roger, Joe Fulford, Helen Baxley, and Bobbie.*

*(Brewster- not pictured - Photo)*

*At left, Yours Truly and crew Travis Stevens head upwind while Pete and Rose take a different tack.*



### Mast Falls; Hits Dock

Sunday, while looking at boats there for evidence of theft, the wake of a motorboat began rocking boats tied up at the cruiser docks. The wave action was enough to cause one cruiser with a likely weakened side stay to lose its mast. It came crashing down on the dock three slips away while three members of the club were looking the other way for the boat that caused the wake. Could have been worse.