

Acton Action

Peters/Schultz Wreak Havoc on Y-Fleet Again

In photo at right, Charlie DeArmon singlehands himself into the lead early. But here comes the blue and red striped juggernaut right behind. Story on page 2



HSA's Short Calendar

Sunday and Monday

Labor Day Series with some holiday banqueting going on Sunday at 5:00.

Sunday, September 13

Fall Series returns; action in all three fleets. Don't get to kick Roger. He is on committee.

Sunday October 4

OktoberFast, where it all gets decided. An event champion and a series champion, all in one.

Saturday, October 10

Haul Out. Yes, Haul Out. Year 59 in the books. Game over. Yikes!

Got Labor Day?

September has arrived and the summer that just began is quickly becoming the summer that is almost over. Four good weeks of sailing remain on the schedule, starting with this weekend's Labor Day Series on Sunday and Monday. With the four races over the two days, it is the last chance to pick up a quick trophy before returning to the Fall Series slugfest and the Sunfish's final day on the watery battlefield of OktoberFast.

The Labor Day Potluck dinner is at 5:00 on Sunday. HSA comes together to celebrate the club and the holiday then, so bring family and friends, bring a dish to share, bring place settings, and catch up with some people you know.

"Starboard!"

Yours Truly and new crew Pete Haid force the Roger/Bobbie team to tack away at the mark Sunday. The Roger was heard muttering inaudibly after the moment. Probably grudging admiration of the crafty move by his opponent.





Peters/Schultz Conquer Course

Duo Continues to Dominate Y-Flyer Racing; Sunfish and Catamarans Finding Road to Competition Difficult

Key and Peele; Penn and Teller; Laurel and Hardy; Beavis and Butthead?

Add two more names to the pantheon of famous duos. Peters and Schultz. You heard it here first. The Y Flyers jumped out of Sunfish and into Y's last season, and, after a slow but promising start, have become this year

the boat to beat.

Fast? Yes, even in the light air that has plagued the summer racing. Pete Peters, the tiller hand that is rocking the Acton world, refuses to take credit for the team's success, claiming instead that the boat's string of victories are largely due to the machinations and tactical

decision making of his crew, the wily Rose Schultz.

Peters and Schultz overcame an early lead by Charlie DeArmon in race one and went on to stretch it out by the finish. In race two, The Roger was in hot pursuit after the P and S Express got off to another good lead, but were unable to catch them despite

"We covered him like a ... latex glove."

the three laps of effort in both races.

"Once we got out in front, we covered him like a proctologist's latex glove," Peters later said. (OK, he didn't say that exactly. But we wish he had. Journalism isn't

our major.)

In Sunfish racing, Laura Beebe and Jerry Brewster took turns beating one another in the light air crapshoot. In the catamarans, Joe and Kelly Buchert returned from the Michigan



Cat Circuit with their Nacra 16 to twice cross ahead of Mike Wier in his Hobie 16.



When the Going Gets Light

This summer has seen its share of light air. The old adage, repeated here, is that light air is the only time you can go twice as fast as your opponent. What would happen if you really took that adage to heart? Could you beat both the opposition and the wind?

Here is some advice from none other than Greg Fisher, writing for the Lightning class.

Light-air racing presents more than its share of frustrating moments, but it also provides more than the usual number of chances to get ahead of the fleet. A well-sailed boat can develop a great speed advantage; at times it can go literally twice as fast as its competitors - so it is not unusual to see the largest race-winning leads developed in the lightest of conditions. With good preparation and the ability to make your boat go fast in the smallest of zephyrs, you can put yourself in a position to take advantage of the abundant opportunities on a light-air race course.

Before you head out to the course, clean the bottom thoroughly and remove any extra gear from the boat. If you are confident that the entire race will be sailed in light air, it may be a good idea to drop some of the purchases out of the various block and tackle in your boat (especially the main and jib sheets) to make sail trim a little easier. Kevlar has made small diameter sheets practical (and a real advantage). Boats the size of Lightnings can use sheets as small as 1/4" in conditions; just be sure you have your gloves along!

Upwind Sail Trim

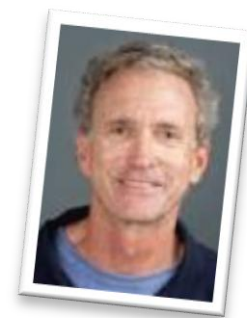
Good telltales are essential for light-air competition because you must know the exact direction of the wind at all times. Although many people use cassette

recording tape, I've found that it flutters too much. Instead, unravel standard wool yarn and pull out the smallest diameter strands. For telltales on the sails, be sure to use real wool, synthetic yarn will frequently stick to sailcloth due to static electricity. When low wind velocities won't actually lift a piece of yarn, smokers have an advantage.

While one might think that a very full sail would be necessary to give the boat the power it needs, in most cases a flatter sail will perform better. The simple theory is that a full, baggy sail requires more "wind bending"; that is, the wind has to curve around the sail more, which gives the airflow more of a chance to break up and become turbulent. A flatter shape allows the airflow to remain attached—so leave the outhaul fairly tight to help keep the lower section of the main flatter and the leech more open. Prebend in the mast can help flatten out the entry of the main. Another way to do this is to ease the Cunningham, allowing the draft to move aft slightly. In most conditions the main is trimmed so the upper batten is parallel to the boom when sighted from underneath. In light winds this is virtually impossible, due to the weight of the boom hanging on the leech of the main. It is not unusual for the main leech to hook badly, sometimes as much as 10 to 20 degrees to weather of the foot. Although this looks bad, it

is frequently beneficial to have the mainsail shape a bit rounder in the after sections. This will induce slight weather helm, and help get optimum pointing capability.

At no time should the leech of the main be angled farther to weather than parallel to the centerline of the boat. In drifting conditions, the technique of trimming the upper batten parallel to the boom is



set parallel to the centerline. In many cases, especially in boats where the boom is fairly high in the air, the boom

"When sailing in light air, the greatest differences occur upwind."

is sheeted as much as two and a half feet to leeward of the centerline. In the Lightning, the boom would wind up 18" to leeward of centerline. It is important to realize that as soon as the wind picks up, the trim must be switched back to having the upper batten parallel to the boom.

Continued

The traveler goes through a similar transition: The traveler is sometimes pulled all the way to weather in super light conditions so that the slightest puff will allow the boom to lift easily, but as the breeze picks up, drop the traveler down again so the boom stays at or below the centerline while you are trimming the upper batten parallel to the boom. It has rarely been found to be fast in any condition to have the mainsail plan trimmed to weather of the centerline.

Another important area of concern for light-air sail trim is the slot. There isn't anything slower in light air than having backwind at the luff of the main. With the main angled far off the centerline, the slot is in danger of being closed off. To avoid this, flatten the mainsail to pull the cloth out of the slot; this lets you ease the main until the upper batten is parallel to the centerline without backwind.

On the other side of the slot, the leech/exit of the jib must not only be open, but also fairly flat. Sometimes it is helpful to move the jib lead aft near the heavy-air setting to open the leech and flatten the lower sections. In extremely light air, the weight of the sheets alone will hook the leech into the slot. Have a crew member hold the jib clew up to keep the leech open. On most one designs and on boats with tall, narrow jibs, it is not necessary to move the jib leads out-board unless there is a great deal of chop and the boat has to be sailed on a close reach just to keep it moving.

The jib should become increasingly full in its forward sections. If you are sailing a one-design that uses the same jib in 0 to 30 knots of breeze, light air is the condition where the jib should be set up with the greatest amount of luff.

Think of the jib and main not as two independent sails, but as a "combined foil." Looking down from above at proper light-air sail trim, one would see a two-part foil that is fairly round and powerful in

the front as well as the back. The middle sections should be flatter to keep flow attached. Imagine a jet at takeoff or landing, with flaps down in front and back. As the jet picks up speed, the flaps are not required and are retracted.

Downwind Sail Trim

Off the wind the mainsail doesn't require as much flow across it as it does upwind, so a full shape, as mentioned earlier, will make it more forgiving. It is not necessary to have the outhaul pulled as tight, and mast bend should be eliminated. The jib should be set so that it looks like it does upwind. The crew should hold the clew outboard and up so that the leech is open and the jib not too full. The main should, again, have a rounded leech. Try to maximize the sag in the luff of the jib to make the entry more powerful, and keep both the cloth tension on the jib and the main cunningham eased. Drooping, should help the boat go a little quicker on a dead run.

Light-Air Boat Handling

Good teamwork is just as important as sail trim. Since the boat moves slowly in light air, any crew movement particularly during maneuvers - must be made slowly to retain the precious attached flow across the sails. Be sure the speed in which these maneuvers are executed is much slower in light air. Keep in mind that the rules on kinetics are quite clear; the speed after the tack cannot be greater than the speed before.

Boat heel becomes critical in steering the boat upwind in light air conditions. When you need to head the boat up, simply heel the boat to leeward, and when you want to bear off, flatten it out. If a puff gets to you, allow the boat to heel slightly so that weather helm will increase. This lets the boat slide up closer to the wind without using any rudder. When you get as high as you want to be, hike the boat flat (gently!) to accelerate. If the boat is small enough so that one person can make all the changes in heel, allow the skipper to do so. He can feel the puffs and

the load on the helm much more quickly than the crew, and can therefore react more smoothly. Keep the crew inside the cockpit whenever possible to reduce windage and keep the slot clear. Sail the boat on its lines with all weight concentrated in the middle of the boat, but heeled to get the proper weather helm.

Steering the boat downwind by means of heel is just as important. When trying to work to leeward, don't be afraid of heeling the boat well to windward to induce a little leeward helm. This will help the boat slide to leeward without using the rudder. If there is enough wind to use the rudder to steer the boat, use it sparingly. Any time the rudder is turned, especially in light air, it acts like a brake.

When sailing in light air, the greatest differences in boat speed occur upwind. Many people think that because they are sailing in flat water, they can point very close to the wind. However, until the wind reaches a certain velocity, the boat will not move fast enough for the blades to develop lift. Although it may seem that your angle to the wind is higher, if the blades are stalled, the boat will simply slip sideways. Also, if the boat is sailed too close to the wind, the apparent wind moves farther forward and the boat stops. Instead, foot the boat off to keep it moving through the water and take advantage of the increased apparent wind from the added speed. Even though it may seem that you are giving up distance to weather on the boats that are pointing higher, the speed that you gain through the water will put you ahead. How far to bear off depends on the individual boat, but a basic rule of thumb is to bear off from your normal close-hauled course more than you think you should, and then add another five degrees.

"The charm of singlehanded cruising is not solitude, but independence." Claud Worth

Light Air in a Sunfish by Eduardo Cordero

First of all, consider the four (4) primary adjustments to your rig/sail as wind conditions change

1. Mainsheet: Adjusts sail's power; increases or decreases sail's angle of attack.
2. Outhaul: Flattens the bottom of the sail.
3. Cunningham: Moves the draft forward
4. Gooseneck: Balances weather helm.

1) UPWIND SAILING

1.1 Light Air : Mainsheet tension determines sail shape and/or power.

- Be mindful of over trimming the mainsheet. Tight trim will flatten the sail and tighten the leech; help pointing but stall much more quickly.
- Make sure the leech stays open enough to "breath for speed" when needed.
- The outhaul and cunningham are fine adjustments of sail shape
- For maximum power, ease both the Cunningham and outhaul.
- For flat water, you can apply tension to the outhaul to point higher.
- For choppy conditions, ease for power.

Heel the boat to leeward to promote weather helm. Set gooseneck around 14-16 inches.

Sit forward to lift the stern of the boat but be aware of your own weight; you don't want the bow to dip under water.

2) REACHING

2.1 Light air

- Outhaul and cunningham loose for maximum power.
- Boom-vang tension > Wind strength will dictate tension, when in doubt, keep the leach open.
- Trim mainsheet according to wind angle; (use tell tales)
- Heel the boat to leeward when the rudder stalls; Sit forward to keep the stern out of the water (no dragging).

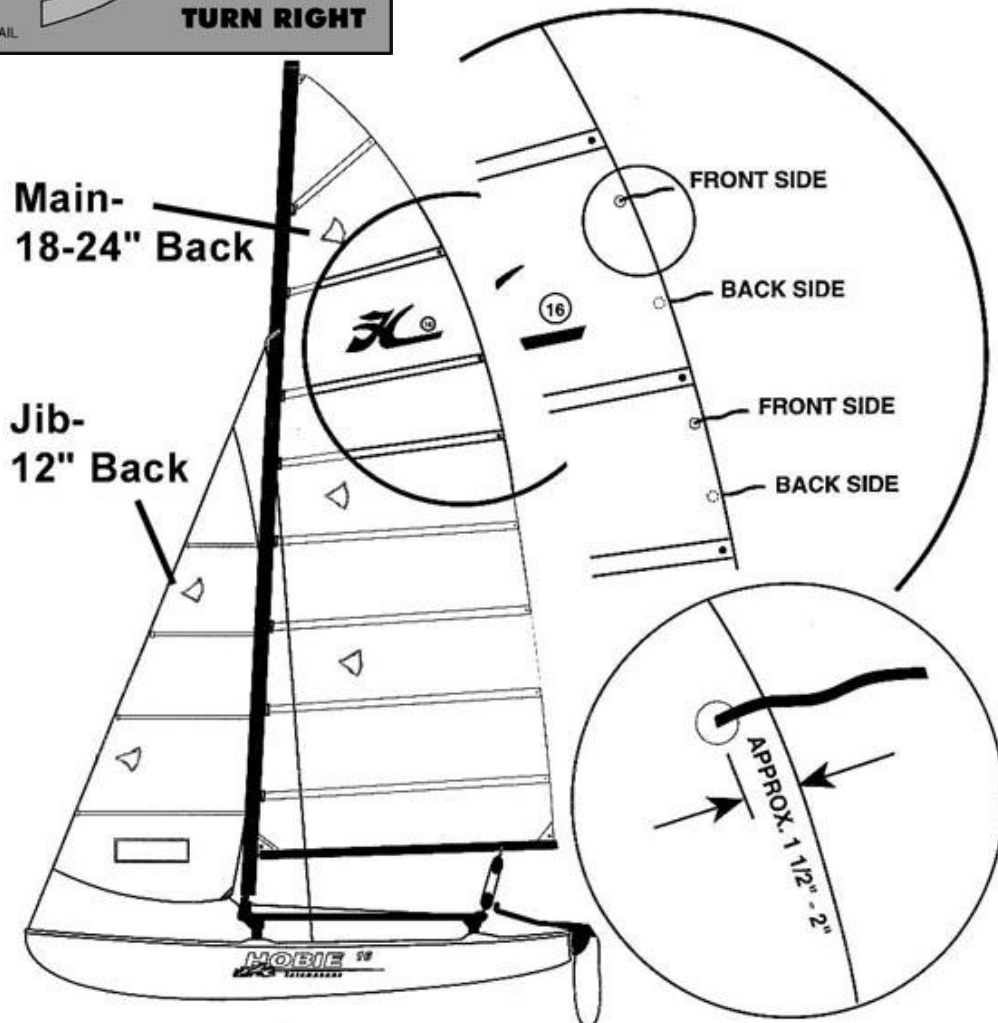
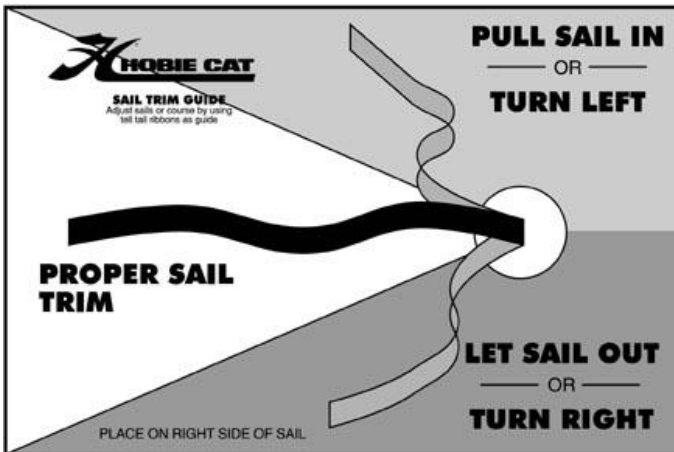
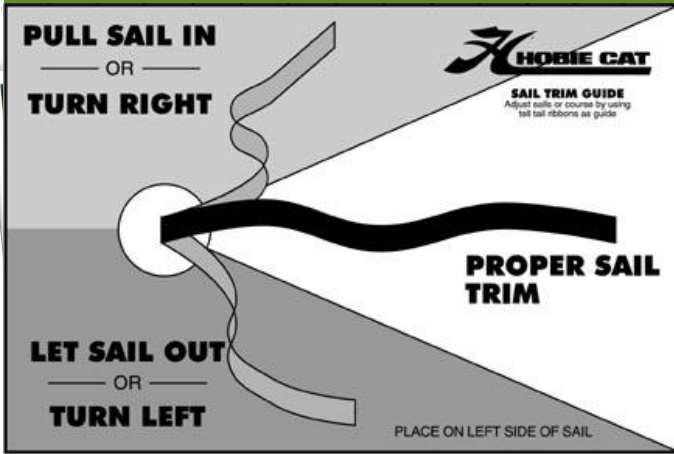
3) RUNNING

Powering up

- ALWAYS loose sail controls (outhaul-cunningham) before rounding the windward mark depending on your approach.
- Sailing on starboard is faster usually due to fuller sail and ability to sail by the lee
- Keep stern out of the water; sit forward in the cockpit

Advice for Light Air Sailing in a Catamaran: Don't Do It

Yes, a cat will sail in light air, but the bigger question is "why would you do that?" Well, you might be out just to enjoy a quiet day on the lake or to take pictures of eagles. But you can do that in a kayak. Let's face it, catamarans are built for speed. So here is something for you guys. How to read tell tales and how to place them on your sail. Actually, reading tell tales is the same for everyone, so you other dinghies take note.



Inside the Course; Sunfish Racing Last Sunday from on the Water

This past Sunday it was Beebe vs. Brewster again. Laura Beebe with her new, fast 2014 Nationals boat and Jerry Brewster in his newly cleaned 1972 vintage boat.

In the first race, Brewster had the advantage because Beebe strayed too far from the starting line as the wind died with about 90 seconds left in the starting sequence. Beebe quickly recovered as Brewster fell into a hole on the first windward leg. They exchanged leads several times throughout the first race trying to distract each other with conversation as one passed the other.

On the last downwind leg while she was leading by just a couple boat lengths, Beebe was distracted by a large beach ball that drifted across the lake in her path. She decided to pick it up and stuff it into her cockpit. The ball ended up being her demise by making it difficult to tack. On the last windward leg Brewster found a line of wind, took a big lead, and never looked back.

The second race was a completely different story. She won the second start. Brewster worked hard to keep pace with her, but this time she wasn't going to succumb to the lure of inflatable toys.

If he had any chance of beating her, he gave it up when on the second windward mark rounding he did a last minute double-tack, didn't give himself enough leeway, and drifted into the mark. Unfortunately, his obligatory 360 was as ugly as his approach to the windward mark because he nearly hit the mark again while doing his 360! Needless to say, Beebe gained a big lead and won the second race and the day.



When folks got to the lake Sunday and entered the dry storage area, it was obvious that the park had been at work. Attached to several boats and trailers were notices of delinquency for failure to pay storage fees.

The small print tells them that unless the \$150 fee is paid, the boat is impounded and will be disposed of by the state of Ohio.

Oh, and a large padlock is on each trailer tongue. Hope it's not yours.