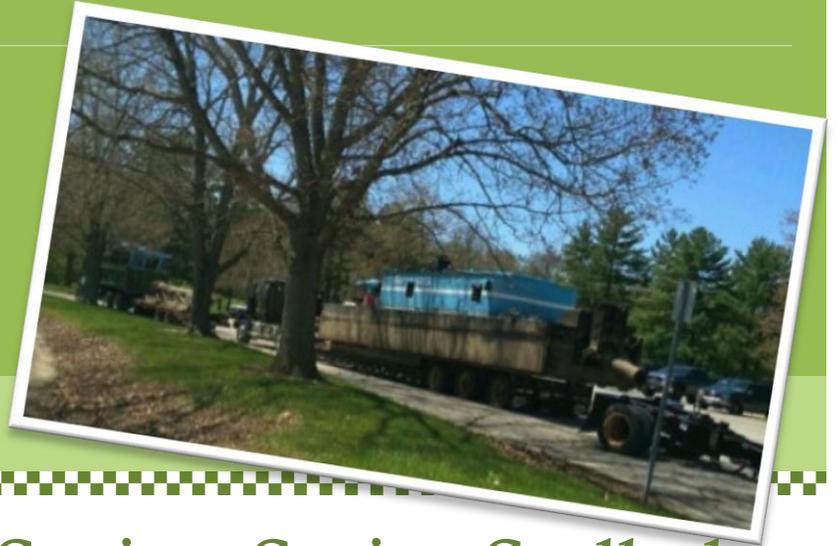


Acton Action

Dredge pulls anchor, packed up and gone. What? (Page 3)



April 30, 2015

Coming Up: Race May 3!

- May 10 Third weekend in the Spring Series; Committee chair Charlie Buchert along with Mark Jacobs and Brett Hart.
- May 17 Sunfish Series #1 - Founders' 59 Sunfish Regatta. Bring a 'Fish!
- May 24-25 Memorial Day Series with Chuck Smith on Committee with Laura Beebe
- May 30 Learn to Race Clinic; all ages, all levels, all about getting on the course

Spring Series Stalled; But Sunday Looks Great!

As is often the case, the first race date in April was a casualty to weather. Sunny skies and good wind were abundant so it wasn't the usual culprit - rain. Temperatures never got out of the low 50's and combined with the cold water, most stayed away.

That didn't stop the Bucherts, Joe and Charlie. Nor did it deter Charlie and Kevin DeArmon. The catamarans were more than willing to test their skill against the cool conditions as were the intrepid DeArmons. Boat never left the trailer, however, and they shall live to fight another day.

This Sunday is another chance and another story. The forecast calls for 75 degree weather and an almost ideal wind of 10 mph. It will officially still be April, but the lake and the park will look like mid May. Plan now to join your fleet Sunday and see what a joy it is to return to the natural world.

On committee this week? Joe Buchert is chair and Charlie DeArmon is on Rescue and Buoy duty.

Hobie Cat For Sail/Sale

Club member Andre Campbell is looking to sell his Hobie 16. You can contact Andre via email if you are interested. That's campbell.andre@gmail.com (That isn't Andre at left but the boat is similar. Andre's is at the lake in dry moorage if you want to see it.





Is Racing a Sailboat a Learn to Sail Strategy? Racing offers the new sailors a fast track to competence and fun on the water; Good road to sailing savvy and tiller tenacity

Race a sailboat? If you are new to sailing, you probably didn't check that box on your Learn to Sail registration. It seems so complicated. Besides, you may be thinking, I will just get in everybody's way. And I don't want Sam the Old Salt yelling at me when I have done something wrong. (Sam Salt is not angry; he just wants to communicate... with urgency :)

So just what is the case for racing? Why would the veterans in the club want me to get out there

when I feel so unprepared?

We have long made the case at HSA that the best way to learn how to sail is to get on the race course. It may surprise you that many of the people who have competed on Acton Lake over the last 58 years of HSA's existence, first learned by doing just that: racing.

Ok, it did involve following the fleet around the course in last place for a few seasons, but the experience was invaluable. You can see and learn best when you are on

the water trying to keep up. And you do. As one veteran put it, "One day you are the pickle boat, the next you are passing people."

HSA's junior camp takes kids beginning at age 11 and puts them in a Sunfish solo the first afternoon. By the second day of a three day camp, they are navigating the race triangle. By day three the newcomers are competing against one another. Kids who may only sail once or twice a year, return to camp and move up a fleet or two where they race like they have been

"One day you are the pickle boat; the next day you are passing people."

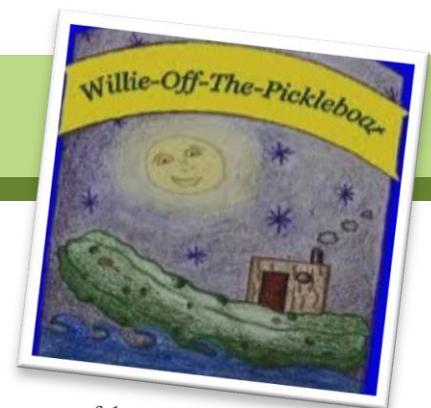
doing it all summer long.

The reason for their success is that they have to find out how to make their boats go fast and efficiently on all points of sail, which is what a race triangle requires.

Of course they have an instructor close by and they do spend three days doing little else

but sail on their own, but you could do the same in three Sundays. There are plenty of stories about people who have bought sailboats, big ones even, and just learned how to do it, often on their own. (Not recommended, however)

HSA offers instruction, help on the water, and an opportunity to practice and learn



safely every week. Coming up at the end of this month is the first of this summer's **Learn to Race clinics**. Jump in it. It can be the start of a great adventure.



Crane Dominates Launch Area

It may look like Charlie and Kevin DeArmon are using a crane to raise their mast Sunday, but the crane was there to help load the dredge onto a flatbed. Despite being only in year three of a five year dredging mission, an emergency at Buckeye Lake called it away.

Sunfish Series Racing Coming up Soon; *Founder's 59 Regatta on May 17 up First*

The racing season is barely underway and it is only two weeks before the first of HSA's four Sunfish only events.

The *Founders' 59 Regatta* will kick off the summer Sunfish competition. Scores from the four Sunfish only events will be tallied at the end of the season to determine trophies, but each event will have its own awards as well.

If the term "regatta" seems imposing, don't be imposed. We just gussied it up for our calendar. Nearly everyone who sails another kind of boat (Y, Capri, Catalina, Hobie, you name it) jumps into their "other" boat and joins the action.

The Sunfish events are the only times during the summer where all club members compete against one another in a one design boat - the versatile and efficient

Sunfish, which we all know was named one of the best designs of the 20th century. (No, really, it was. Google it.)

There will be food and awards after racing that Sunday. Sunfish Island should be full of boats and eager sailors both juniors and seniors.

Later in the summer we will have the other three Sunfish events; one on July 12 (*Camptown Races Regatta*); one on August 22 (*Augusto!*) and the season ending one on October 4 (*OktoberFast!*).

Defending Sunfish Series champ *Bill Molleran* captured the crown on the last day last season. There are usually four or five short races each event, but you need only race half of them by season's end in order to qualify. Of course the more you participate, the better your chances.

Get your Sunfish ready for May 17. If you need a boat, reserve



"Hey, wanna eat a fish?"

"I'd rather race in one."

an HSA Sunfish early before they are taken. There are four HSA boats at the lake for members to use anytime or for an event like this.

This is a great opportunity to compete, socialize and strengthen our club. Don't miss it.

Sail Controls and Sailing Upwind: Is Fastest the Same as First-est?

OK, this may be more than you wanted to know about sail controls, but we are about done. To the finish line!

We are just going to mention four controls: the outhaul, the Cunningham, the boom vang, and the traveler or bridle.

The outhaul pulls the sail out along the boom and controls the depth and location of the draft in a sail. More outhaul tension creates a flatter sail with a draft closer to the luff edge, which is better for pointing in very light or heavy wind conditions. Less outhaul tension creates a fuller sail with deep draft power, which is better through waves or sailing in medium wind conditions (10-16 mph).

If your boat needs more power to sail through waves, or if the boat can be sailed flat, consider loosening the outhaul for more power. If the sailing conditions have small waves or no waves, or

you are not able to keep the boat flat by hiking, tighten the outhaul to remove any vertical wrinkles along the foot of the sail along the boom.

The Cunningham or downhaul pulls down the forward edge of the mainsail or jib (the luff) and impact the location of the draft.

Pulling down on the luff of the mainsail creates a flatter sail. When you are having a hard time keeping your boat flat, increase Cunningham tension. In light air, loosen it to shift the draft aft for more power.

The boom vang affects sail shape by altering leech tension and mast bend. The vang is the secondary means of controlling leech tension, after the mainsheet. (The leech edge is the one from the top of the sail to the end of the boom.) Tightening the vang puts more tension on the leech of the sail by closing it and making it curl to

windward.

Upwind sailors tighten the boom vang so that battens are parallel with the boom. If the battens point to windward, the vang is too tight. When you are going upwind in heavy air, pull the boom vang hard. This will help flatten the sail by reducing draft and making the boat more stable.

This vang "sheeting" allows you to ease the mainsheet without losing leech tension; in effect, you are spilling excess pressure without losing the ability to point. Sunfish don't come equipped with a vang but many of us know how to rig one with just the end of our halyard.

Travelers and bridles are used to control the location of the boom relative to the centerline of the boat and the angle of the mainsail to the wind. Pulling the traveler to windward of the centerline enables (continued on next page)

Confused About Rule 17? Let's Try This Remedy

We ought to begin by saying there are only 24 racing rules. Well, there are really over 90 but no one pays much attention to #'s 25-90. It is the first 24 that apply to when boats meet and then really only rules 10-24. So there are really only 15 rules. Here's one that often gets questions. It's rule 17:

ON THE SAME TACK; PROPER COURSE If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within

that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear.

Ok, got that? The old rule about being able to luff the windward boat up once you were "mast abeam" has long disappeared. So if you are overtaking someone to leeward downwind, you must sail your proper course until you are ahead of the boat overtaken. No luffing. Windward boat must keep clear too. No coming down to leeward. Yes, I'm aware of the irony of this article.

Brookville Lake Holding Family Day

Brookville Lake Sailing Association and Strictly Sail of Cincinnati are co-sponsoring a Family Day on Saturday, May 23 from noon to 5:00 pm. On a Memorial Day Weekend there in Indiana, you and your family can enjoy food, fun, and games. There will also be "test drives" of kayaks, Hobie Cats, paddleboards, and other watercraft.

An intro to sailing class for kids begins at 3:00 pm which includes practice on the water. The event is free and open to the public. Just let them know by RSVP- ing to Strictly Sail at 513-984-1007



News and Notes

Junior camp needs 1/2 gallon milk or juice jugs to use in boats as bailers during junior sailing camp in July. If you have any, rinse 'em out and bring them to the lake. They can be stored in the HSA "clubhouse" until camp.

Tip of the hat to Joann Callahan who brought barbeque and potato salad to the Launch Day/Spring Social. Another tip to Jerry Callahan for setting up the room for the meeting.

Sail Controls and Sail Shape (Continued from previous page)

you to achieve an efficient close-hauled course. Easing the traveler car to leeward or tightening the bridle, depowers the mainsail when you are sailing on a close-hauled (beating) course and on close reaches.

Sunfish only have a bridle with either a point in the center fixed by a loop that the mainsheet attaches to or one without a loop that allows the boom to slide to leeward a little more on each tack. In recent years, the loopless bridle has become more popular because it allows the boom to slide out to leeward for more speed.

There are a few other ways to control sail shape. Some boats have a backstay that can adjust mast bend. Doing so will change the draft of both jib and mainsail.

There are some boats that can use full length battens to adjust draft. So called "compression battens" are adjusted by how tightly they are compressed into the batten pocket.

The jib halyard itself is a sail control and by tensioning or loosening it you can affect the draft on your jib.

The jib leads through which the jib sheets are threaded also change sail shape. By moving them aft or forward, you can tighten or open the leech of the jib.

Becoming skilled at manipulating these last four controls takes time and effort. For the time being, you will be best served by focusing on just what the

outhaul, Cunningham or downhaul, the boom vang, the mainsheet, and the traveler/bridle will do.

Sailing fast is every racer's goal, but if you spend too much time with your head in the cockpit making adjustments, you will likely miss out on the factors that really affect your finish.

For now, the best idea might be to focus on making some general settings on your boat based on wind conditions before you get on the race course and leave them alone.

It really doesn't matter how fast your boat is going if you are going in the wrong direction. We all know that the windward leg is where you can make the biggest gains or suffer the biggest losses in distance.

So if you are aware of what other boats are doing in terms of speed and direction, if you are aware of where the best wind pressure is on the water, if you are tuned into the shifts in wind direction enough so that you are always on the right tack, you are already ahead.

Knowing how to make adjustments in sail shape should come after you feel really good about the things that make the biggest difference upwind. The micro adjustments savvy will be needed when you are trying to finish first against boats that also have the big factors solved.

I knew a guy once who sailed his boat really fast. But you gotta know when to tack.