

Acton Action

Hueston Sailing Association



Geared Up

Sunday's cool was just fine for race chair Jim Mossman, pictured here in short sleeves and short pants. Charlie DeArmon's crew Jill is a little more prudent. Don Fecher, however, went full foul. Uh, not sure what he's doing back there. Proper course?

Summer Not Ready; Sends Spring Back

Chilly Weather Makes Sudden Return

Summer wasn't feeling good last Sunday, so it stayed home and sent a substitute - Spring. Winter and Fall were both on vacation and couldn't be reached.

Racers donned their dry suits, layered up and charged out onto the lake where they found winds averaging in the 13-14 range and a

somewhat chilly, gray afternoon. They were not deterred. The chill didn't bite and the wind was close to perfect.

Y-Flyer Charlie DeArmon was really

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Learn to Sail

HSA's first weekend sailing school is coming up. Do you have a role?

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Winning Races

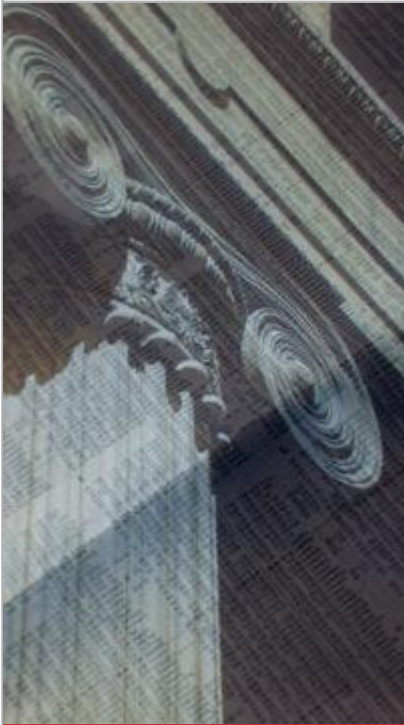
Want to be ahead at the end? Here is some practical advice.

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Tack! Smartly Now!

Are you doing it right? Are you doing it fast? Are you doing it safely?

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LTS 2015

Here is the roster for LTS on Saturday and Sunday:

Jennie Wenker and daughters Hannah and Eleanor - Greenfield

Robert and Rebecca Meador - Hamilton

Travis Stevens and Adriene Kramer - Yellow Springs

Kevin and Lauren Campbell - Hamilton

Bob and Lily Thurlow - Cedarville

Michael and Tiffany Selm - Milford

Learn to Sail This Weekend; Class of 2015 About to Take the Plunge

Ok, that "plunge" is figurative. Instructors plan to stay dry as HSA dives into its tenth year of offering an introduction to sailing.

The class filled weeks ago, as did HSA's junior and ladies' camps. As enrollment attests, interest in learning to sail remains high in southwest Ohio.

This Saturday's action kicks off at noon with the arrival of the newest of newcomers to Acton Lake's sailing charms.

Veteran Pete Peters will lead the session both days and conduct the on shore chalk talk and land drills.

Participants will find out

just what it means to "ready about" and "hard 'a lee" with the help of veteran instructors.

In Y-Flyers, Charlie DeArmon, Roger Henthorn, and Scott Johnston will join Pete on the water along with Hobie skippers Charlie Buchert and Don Fecher and Capri 14 acolyte Jerry Brewster.

The school will begin at noon on Saturday and conclude on Sunday after two afternoons on the water, and, we hope, in good wind and weather.

A slight chance of thundershowers on Sunday shouldn't get in the way of what looks like a good weekend.

LTS and Sunfish Certification Go Hand and Tiller

LTS graduates don't have to wonder about their next step. HSA offers a Sunfish certification class as a follow up to their LTS intro to sailing.

The certification class is a day long session that puts new sailors in a Sunfish sailing solo after an a morning session of demonstration and practice on land.

The certification process includes one day of instruction followed by monitored solo

outings in which new sailors try out their skills in light to medium air.

Once certified, these new skippers are qualified to take HSA owned boats out any time they chose with the only requirement being HSA membership.

A Sunfish certification class is scheduled for July 18. One-on-one sessions are also available weekdays.



Want to Be in the Hunt at the End?

Just Follow Some Basic Moves and the Law of Averages

Assuming you are enjoying the benefits of a great start, it's time to settle in and sail fast for a while, letting those less fortunate fade away, and most importantly, allowing the racecourse to open up so you can control your race.

From here it's a matter of sailing a low-risk beat, which means three things: sailing in the most wind available, sailing toward the mark, and sticking with the fleet.

These are your most important goals and executing them will minimize your risk more than anything else. Another key is to keep your boat in a lane that gives you clear air, so protect your breeze.

Buddy Melges says that if you like the right, position yourself just to the right of your competitors. If you like the left, position

yourself just to the left. It's that simple

There's no need to sail off by yourself, splitting from the majority, hoping for a horizon job, because if you're wrong, you'll find yourself deep at the top mark and unable to catch up.

By positioning yourself in the proximity of the favored side, you'll be in contention if you're right, and if you're wrong, you'll still be close enough to have a decent comeback. Taking a huge risk by splitting creates more of an all or nothing outcome. Winning is more about avoiding bad races than it is about winning a few and placing deep in the others. (to be continued next issue)

(from Sailing World magazine - Steve Hunt)

(Summer Not Ready continued from page 1)

pleased with his day on the water. Racing with new crew Jill Bohuboy, he charged to the front early in race 2 and never took his foot off the gas pedal.

In stark contrast to racing the previous week in Y's, this day was one that saw a good deal of separation. In race one, Pete Peters and Rose Schultz lost the lead, regained it, and then would not relinquish it as they cruised to an easy victory.

Yours Truly, even with the skills of young veteran Laura Beebe at crew, was

unable to get in synch with the wind and they found themselves struggling just to keep the leaders' sterns in sight.

In Sunfish, it was a different story. Kevin DeArmon hopped in to a borrowed boat and ended Jerry Brewster's strong Spring string of victories with two very close wins of his own. In both, he got on top of The Brewster and kept a tight cover to deny Jerry any more bullets.

DeArmon, who, according to Brewster, is still unable to tie a successful bowline or read a pennant that says "Must wear a

lifejacket", said afterwards that he didn't really like the borrowed Sunfish, but would take the victories nonetheless.

In the catamaran class, Joe and Kelly Buchert dashed around the course with brother Charlie hard on their Nacra 16's windward hip.

In the end, everyone was glad for the speed despite the gray skies and temperatures that never got much above 60 degrees.

Summer plans on returning as soon as it has used all of its personal days.



At left, DeArmon and Brewster fight it out. In the end, the two were still within a few boat lengths of one another in both races. Notice the sleek racing machine that DeArmon, left, is piloting. It practically sails itself.

Tacking a Sailboat is Fundamental; But Are You Doing It the Right Way? The Four Steps to a Tack Done Right

Whether you are new to sailing or have been doing it for years, one of the essential skills is getting your boat on a different tack or point of sail.

Whether you are just out daysailing or competing on the race course, there is a way to do it faster and with less chance of something going wrong.

If you are new to sailing, it's not too late to correct your technique. If you are a veteran, this might be a way to up your performance. And, yes, old dogs can learn new tricks. Here is what U. S. Sailing teaches.

Step one - Preparation

Skipper looks to windward and astern to check for traffic or obstacles, holding the mainsheet in the forward hand. When the way is clear, ask your crew: "Ready to tack?" Crew: When you hear "Ready to tack?" grasp the new inactive jibsheet and continue holding the active leeward jibsheet. When you are prepared, respond by saying "Ready!"

Step Two - Turning

Skipper: Say "Tacking" or "Hard-to-lee". (or "Coming about"). Push the tiller firmly to leeward. Crew: When you hear "Tacking", watch for the jib to luff as the boat comes head-to-wind. Then release the active jibsheet as it goes slack.

Step Three - Changing Sides

Skipper: As the boat passes through head-to-wind, the boom crosses the boat. Face forward and keep your head down as you step across the boat, leading with your aft foot. Steer with the tiller behind your back. Bring the hand holding the mainsheet back to the tiller extension. Both are now in your back hand. Crew: Facing forward, move across the boat to help balance its heel while trimming in the new, active jibsheet.

Step Four - Finish

Skipper: As the mainsail fills, center the tiller and steer to keep the telltales streaming. As you sit down, take the mainsheet from your tiller hand with your forward hand. Crew: Adjust the active jibsheet to properly trim for the new course and move to prevent heel.



While the technique is the same for most boats, the catamaran left and the Y-Flyer right will do things slightly different.



In Praise of the Bowline

It Tops Every List of Most Useful Knots

Recently we surveyed readers and asked them to name the five most versatile and useful knots that they use for sailing. The winning five was almost predictable.

1. Bowline 2. Clove Hitch 3. Square 4. Figure Eight
5. Double Half Hitch

After that, we got a lot of other candidates but the aw shucks award goes to.... the cleat hitch, which finished sixth. The sheet bend and the trucker's hitch were also heavy hitters. Want to try something new? The Stopper Knot is at right. Some say it is even better than a Figure Eight for keeping your line from running back through a block or cleat. See below for how to tie it.



Stopper Knot - To keep a line from pulling through a block or rope clutch, a knot should be tied in the end of it. The most secure knot for doing this is the double overhand stopper knot, known as the stopper knot for short. Unlike a simple overhand knot or a figure eight knot, this knot does not come loose easily.

The easiest way to tie a true stopper knot is by using your hand as a form. Just loop the end of the line twice around the palm of your hand, tuck the working end under the two loops, and then pull the loops off your hand. Once you try it, you'll never use a figure eight again.

Knot So Fast -

Jerry Brewster tells us that on Memorial Day weekend, two sailors, both juniors, lost their mainsheets. One of them, he says, barely missed a beat reattaching hers and catching back up, but the other apparently was not so quick. "I'm sure he reattached his mainsheet in such a way that it could not come undone again. I think we should name his new knot 'Kev-lar' because he invented it, and it is very strong."

If "Kev-lar" ever gets his knot untied, we'll ask him how he did it. Jerry did concede that the junior veteran "Kev-lar" raced well last Sunday and would have beaten him even if he did race his own boat. Knot?

(It is AA's policy not to publish names of juveniles accused of seamanship misdemeanors.)