



Now, this may seem unusual to you, but Roger and Bobbie feel right at home with their new crew. In fact, according to Roger, it is the new crew's skill with the whisker pole that has been at the heart of their recent success. More on page 3.

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Noodle Races This Weekend; Picnic!

Race Schedule on Hold While HSA Plays on the Water

The 4th Annual Noodle Races are coming this Sunday to a lake near you: Acton Lake that is. The social/sailing event features some on the water hijinks followed by the Noodle Picnic.

Teams will be formed at a 12: 30 skipper's meeting on Sunfish Island and will consist of one Hobie, one Y, and one Sunfish. Each team will then race in relay fashion from one mark to the next and hand off the noodle as they go. After three races, it will be time for food. Noodles (inedible kind) provided. Bring a dish to share for the picnic but HSA will provide the rest, including plates, utensils, and the main course!



Committee crew eyes starting line Sunday. Brett Hart's eyes, that is.

In This Issue

Racing Action page 3-4
Learn to Sail photos page 4-5-6
Wildlife Drama page 3
Low Risk Beats - Tactical Sailing page 2

Want to Be in the Hunt at the End?

Taking the Low Risk Beat Is All About Controlling Emotions and Playing the Averages

from Sailing World magazine's Steve Hunt

(continued from last issue of AA)

Having the mentality to play it safe requires discipline. It's easy to let greed get the best of you and to keep sailing to the corner by yourself, hoping for the big win. If you really like a side, get to that side of the competition and then go with the flow. The only time sailing to an edge is safe is in really light air, when the edges tend to have more wind and the middle is disturbed. My dad, who is a light air expert, used to tell me, "You have a 50 percent chance of getting the edge right in light air, and a 100 percent chance of being wrong in the middle."

Another thing I've learned is going the right way usually feels right. If you're splitting from the fleet and hoping you're doing the right thing, you're usually wrong. Sometimes despair creates the motivation for a big split, and it's usually brought about by being behind. Resist it. To be a winner, you have to control your emotions and do what is right.

Remember, the wind doesn't care what place you're in; it's going to shift regardless of your feelings, so stay in the wind and sail toward the mark. Let the other sailors go the wrong way and pass them when they do.

To be safe, if your game plan off the start is to go right early in the leg, and you had a great start near the committee boat, go with the fleet until others start tacking, and then tack and go with them. By doing so, you stick with the majority a little longer and reduce your risk should that right side not pan out. If your plan is to go left, your front row start has set you up perfectly. Just sail fast.

If your start is not good, priority number 1 is finding a better lane. This is a critical moment that can define the rest of your race, so you must get it right. It's often best to be patient shortly after a bad start and wait for an open escape route. If you tack and have to sail deep,

ducking a lot of boats, it's hard to make up that lost distance. Usually, boats blocking your escape route had bad starts, too, and they'll shortly tack away. No one likes sailing in bad air, so evaluate the lanes of those blocking you and determine if they will tack shortly or not.

"You have a 50 percent chance of getting the edge right in light air, and a 100 percent chance of being wrong in the middle."

Once your escape lane opens up, tack and sail behind a few boats, hopefully emerging into an open lane. Once you are free of bad air, it's time to sail fast and smart, play the shifts, and see how many boats you can pass.

In a ideal world, you should sail in the most wind and sail toward the mark. If you can make that happen, and you often can, life is good. When the wind shifts are small, and the wind is consistent across the course, it's more difficult figuring out where to go. In these races, getting a good start, minimizing maneuvers, and sailing fast is usually the best game plan.

Figuring out exactly how to sail a low-risk beat and doing the right thing is much easier if you arrive to the course before the start and gain some insight into how to play it. Your pre-race homework will help you make educated decisions.

The more you know, the more accurate you can be with your tactical calls.

Raccoon Regatta?

by Jerry Brewster

"Hueston, we have a problem."

Roger Henthorn and Bobbie Bode reported that they were sailing with a live raccoon on board their Y-Flyer Sunday. While making their way from the launch ramps to the race course, they kept hearing a scraping sound as if their boat was hitting submerged objects.

They soon realized that the sound was not the boat hitting bottom, but rather the sound of claws scratching from within the boat's hull. This was very likely the same animal that has given their boat the pleasant aroma of urine in the past.

Surprisingly, Bobbie and Roger were very calm despite the fact that they were one crew member over the legal class limit.

Back on shore after the races, Roger tried several measures to try to extract the varmint including flushing it out with a garden hose.

Nothing seemed to work.

They visited the Hueston Woods Nature Center to enlist the help of a park naturalist, who came out to survey the situation complete with a snare and a trap. The naturalist concluded that all the commotion had caused the varmint to maintain a low profile and would not come out until he was certain that the commotion was long over.



Y-Flyer Action

Despite his total crew weight being a little heavier than normal, Roger Henthorn continued his run of domination in the Spring Series last Sunday with a couple of bullets.

Henthorn and crew members Bobbie Bode and "Rocky" managed to put distractions aside and the difficulty of training a new crew to pull away from the competition.

Scott Johnston, sailing with Mike Voris, got some valuable practice time. Johnston, who has been away from the racing scene for a while, found his way around the course in the sometimes brisk wind. A Spring Series showdown is coming on June 28th with five Y's battling it out.



Class in Session

Pete Peters leads the on shore instruction two weeks ago for the summer's first Learn to Sail school. Clear skies and good wind greeted the 13 participants. They then made it to the water for some hands on practice in mastering wind and sail. For more photos, go to page 4 and 5. They are a bright and happy group!



Top Three Tactical Tips

Dave Dellenbaugh, publisher of the newsletter Speed and Smarts, is a six time Thistle national champion, a Lightning world champion, and also the tactician and starting helmsman on America 3, the winner of the America's Cup in 1992. At a lecture at Cedar Point YC, Dave gave his audience his top ten tactical tips. Here are the top three. We'll do the others next issue.

1.

Fast = Smart A sailboat race is different from all other racing. Sailors don't all race the same course. Yes, the same buoys in the same order, but never the same way. Make the right strategic choices

2.

Line Sight - Get a line sight of the starting line and use it. That means sailing to the committee end before the start and finding something on shore that lines up with boat and pin. Get to the line first by knowing where it is.

3.

Don't be the marshmallow - The boat immediately to leeward of you at the start is the most important one. Find a "marshmallow" * and set up relatively close to it initially, and then increase the gap just prior to the start.

*marshmallow - a slightly timid competitor who is unlikely to grind you up at the start

Sunfish Find Wind But Harrell Finds Finish Line First

The winds varied from about 4-14mph although the forecast called for 16mph. Although they were shifty, the wind direction was primarily from the beach which forced race chair Pete Peters to set an X course.

In the Sunfish fleet were Neil Harrell, Charlie DeArmon, Kayla Draper, and Jerry Brewster. In the first race, Brewster got, in his words, "a terrible start".

He was close to the line, but in the wind shadow of Neil Harrell and Charlie DeArmon. Brewster reached the windward mark second (behind Neil), but a 90 degree wind shift caused him to pinch within a few feet of the mark and then drift into it. He had to watch as Charlie passed him while he did his 360. For the remainder of the $2\frac{1}{4}$ lap race they maintained their positions with the gaps steadily growing.

In the second race, Brewster hit the line in clear air, right between Charlie and Neil. At one point on that first leg, he was even with Neil, who had to dip to pass on port tack. Neil made it to the windward mark first followed by The Brewster, Charlie, and Kayla. No other position changes occurred for the remainder of this $1\frac{1}{4}$ lap race.

Although the wind was relatively calm in the middle of the X course, there were a few areas with stronger winds and those trailing Neil were able to get on a plane on the last reach to shorten the distance between racers and make the finish look more respectable.

Learn to Sail

The weather cooperated, mostly, and the 10th summer of Learn to Sail got underway on June 6 and 7th. The class will repeat on August 1-2 and is nearing capacity already. HSA offers other opportunities to get on the water in a sailboat. Sunfish certification classes are an ongoing feature of the club's intro to sailing program. For more info about learning to sail solo on a Sunfish or on larger boats, contact us at midview@wildblue.net or huestonsailing.com



Learn to Sail June 2015
Top left, Mike and Tiffany Selm with Charlie Buchert; top right, the class soaking it up; at left, hmmm, not sure; above, Robert Meador with Don Fecher; at left, Rebecca Meador and Tiffany Selm



Top left, two members of the attentive class; top right, Rebecca Meador at the helm; middle right, the class, enthralled by Pete; below right, Tiffany Selm; above, Roger tries to flush out "Rocky" hiding below decks; below, naturalist tells Bobbie the bad news - raccoon refuses to negotiate.

