

Acton Action

Summer Part 2:

Helen Smith and Joe Fulford on Committee duty Sunday



This Week

- Sunday, July 10 Camptown Races! 1:30 start; 4-6 races; picnic to follow
- Sunday, July 10 Junior Camp! An army of boats, campers, and volunteers arrive. Or is that navy?
- Thursday, July 14 Ladies Camp! Same army, different soldiers, arrive for two days of camping and sailing
- Sunday, July 17 Uh, nothing happening. The one Sunday we don't race this year. Oh, my.

July 4 Series Wet Fun

Quiz: The temperature is 64 degrees at race time and the rain has turned from a steady drizzle into a bit of a chilly downpour. What day is it? Here are your choices: a. It's July 3; b. It's April 24; c. It's OctoberFast d. It's a dang shame; e. both a and e

OK, pencils down. If you chose "e", you win our prize, Jerry Brewster's old Capri cover. Yes, July 3 and people on sailboats and on committee boats alike are dressed as if they are expecting frost.

Somehow the rain abated during race one and the wind stayed a near perfect 8-12 mph. Afterwards, there was general agreement that, hey, that was kinda fun. (more on page 3)

What's Everybody Doing Over There?

After racing was cancelled on Monday, July 4th, members pitched in to help launch the HMS Goodnight Moon and get her to her dock. The able but absent minded skipper brought everything except the rudder and tiller.





Camptown Week!

Junior and Ladies Camp Ready to Roll, But First, This Brief Message: Camptown Races, Y'all!

This Sunday a whole lotta Sunfish will be arriving at the lake and will fill the hillside by the ramps. The juniors who will arrive with them will have an opportunity for a little warm up.

That afternoon is also the 2nd Sunfish regatta in the summer long Sunfish series:

The Camptown Races. The Sunfish racing that immediately precedes the junior camp is usually the biggest Sunfish turnout of the year.

Last year's champion, Laura Beebe finished a full nine points ahead of the second place Bill Molleran as she demolished the fleet in

her new boat. In juniors, Victor Abitabilo bested four other boats to win the junior start. In all 17 boats showed up for the day's contest.

This year, the wind will be stronger and the field a little tougher too as the newer racers to the club begin to assert themselves and the veterans, who are

"Hope you are comfortable seeing the back of my boat."
 Laura Beebe, speaking candidly about this coming Sunday's racing

now wary of Beebe, vie to keep her from repeating her demoralizing victory of a year ago. Beebe, who was interviewed for this issue, told AA she was confident about defending her Camptown title and sent this warning to the rest of the fleet: "Hope you

are comfortable seeing the back of my boat because I intend to win Camptown two years in a row."

The rest of the Sunfish fleet was quiet except for one racer who spoke to AA on condition of anonymity. "I'm



not saying there is a target on her back, but there is a target on her back. She better be fast." The war of words will soon turn to the water.



How Much Fun Was That?

At left, the Y's make their way to the gybe mark, wing and wing, in last Sunday's overcast skies and wet wind.

Monday was a little different. Racers arrived under gray skies that promised rain but, unlike the previous day, the wind was not a participant.

After waiting and debating and taking a couple of votes, the group decided not to get out on the water, especially with the prospect of a downpour coming.

Junior skipper Jack Cooper launched his Sunfish during the deliberations and the rest watched his slow progress up the lake. As soon as the decision was made to abandon all hope of racing, the whole assemblage pitched in to launch Goodnight Moon and get her to her berth.

Within an hour of the decision to cancel the racing, the wind came up strong and Jack Cooper was the lone beneficiary. He was also the only boat on the lake.

Once the decision was made to cancel, the Y Fleet effectively and immediately crowned Pete Peters and Rose Schultz repeat champions since

their two bullets the day before had put them in the proverbial catbird's seat. Their closest competitor was three points back. And that's where they stayed.

In the handicap fleet, Jerry Brewster filed this report on assignment in deep cover. Wait, actually, he just forwarded the results.

Ken Wright buried everyone in his patriotic Sunfish in race one but departed before race two due to the inclement weather. That left the door open for Kevin DeArmon who won that race. Both Wright and DeArmon slammed the door on Jerry Brewster's fingers.

Jerry, sailing with Intro to Sailing's effervescent Michelle Elsaesser, managed to string together two seconds, strong finishes and that was almost enough to claim gold. Both Brewster and Brett Hart with crew Ryan Servizzi sailed in Capris. (The boat, not the pants)

Handicap Fleet

1. Kevin DeArmon 3 1 4
2. Jerry Brewster/Michelle

	2	2	4
3. Ken Wright	1	DNS	7
4. Brett Hart / Ryan Servizzi			
	5	3	8
5. Jack Cooper	4	4	8
Y- Flyers			
1. Pete Peters/Rose			
	1	1	2
2. Mike Stratton/Cosette			
	2	3	5
3. Roger Henthorn/ Bobbie			
	4	2	6
4. Charlie DeArmon/Megan			
	3	4	7



Ken Wright gets it going at start on Sunday.

Sailing Upwind: The Beat and How to Beat It

Here's an odd fact: A moving car is going the wrong way at the wrong speed most of the time. Think about it; if you take your hands off the wheel or your foot off the gas even for a few seconds, you'll soon drive off the road or be hit from behind. So we make constant adjustments. Even on a straight, smooth road, we nudge the wheel left or right, or tap or ease off the accelerator, every second of every trip.

Sailors make macro adjustments like changing sails or reefing when conditions warrant. However, these mega moves happen about as often as one might change from forward to reverse in a car, sometimes once or twice during a trip, rarely more.

More often, sailors are shifting gears as if driving a manual transmission car, powering up or down to get into the right gear, and making constant fine adjustments to find the groove.

Most of the trimmer's work is to position a clew in space using the sheets, halyard, jib track, traveler, cunningham, outhaul and vang. He or she moves it inboard or outboard with a sheet or the traveler; aft or forward with an outhaul or a jib fairlead.; and up or down with a sheet or a vang. But why? Sail trim is the control of a sailboat's available power and effort to maximize efficient use of that energy in a constantly changing environment. Wind velocity and angle are natural moving targets.

A sailboat's apparent wind angle is also always shifting, moving forward when

accelerating and backward when slowing. Continually adapting to these changes, trimmers seek a kind of top-speed, highest-angle nirvana where the boat heels to its designed lines so that the keel and rudder foils and steers without dragging and the sails are generating as much lift as possible with the least amount of drag.

How do we know we're doing it right? Heel and speed are something everyone sees and feels. Neutral helm is something the driver reports. Ideal lift and drag come with what foil engineers call attachment. Trimmers find attachment first by adjusting angles. They keep it by adjusting shape.

Attachment is a condition of foiling where air is flowing uninterrupted on both the windward and leeward sides of the sail. When a sail slices wind into two paths, it creates high pressure on its windward side, and low pressure on the leeward (or back) side of the sail. The flow on the leeward side accelerates to bend and meet its counterpart, and the energy created is called lifting force, which countered by the keel, drives the boat forward. Interrupting this flow on either side of the sail creates inefficiency and loss of power.

Luffing means that flow on the leeward side of a sail is interrupted. Stalling, often felt as extreme heel and decreased speed, means that flow on the windward side of a sail is interrupted.

Telltale on both sides of a sail and along its leach

stream back, signaling that air is flowing and attached. For example, trimmers know that a sagging leeward telltale signals that either the driver can point higher or that the sail should be eased slightly.

The telltale is actually indicating that leeward flow is unattached-twisting, curling and eddying-wasting energy better used to sail fast upwind. Imagine a smoke machine placed just in front of your boat.

In this situation, the leeward smoke stream would look more like breaking waves on a beach than a smooth line. With the right adjustment, two lines would reattach, reestablishing lift and the boat would go faster and higher.

The starting point for attachment is the angle of attack of the sail, which is the angle between the bow and the wind direction. The rest depends on sail shape. If the angle of attack is too high or too low, foiling fails before it starts. Then, if the angle of attack is correct but the sail is too deep or too flat, too twisted or too deep, foiling may start, but is lost somewhere along the way.

Angle of attack is the idea that the first 10% or 15% of a sail-its forward-most panels or a foot or two aft from the luff -have been oriented to the apparent wind. Again, luffing or stalling would say things are way off.

Nick Hayes in *Sailing Magazine*

(continued next issue)



Sailor in Need of Spars

Ken Wright is in need of a set of spars for a Sunfish. If you have any or know of someone who does, you can contact Ken like this:
 pkenwright3@gmail.com or
 757-751-4156



Need a Sunfish for Camptown Races?

HSA has eight Sunfish and they will all be in service this next week for junior and ladies camp. If you want to race or sail a club Sunfish this Sunday, contact Jerry Callahan to reserve one of the boats.

aftermath2@juno.com

HSA's Own Pete Peters Serves as Parade Grand Marshall

Yes, that was our own Pete Peters last Monday riding in that vintage fire truck. Pete, a life long Liberty Township resident and community activist, was honored by the parade officials for his long time service to the township.

Pete was the 31st Grand Marshall chosen for this annual Liberty Township parade but his list of accomplishments and his participation in the affairs of the township is nearly as long.

A retired bank executive from First Financial in Hamilton, Pete has served as parks committee member, interim financial officer, historical society official, substitute teacher in Lakota schools, and as an official of the Butler County Master Gardener Club.

"Being recognized is not among my interests, but it is a great honor."

In past summers since his retirement from banking, you could find Pete at his roadside tomato stand if not at the lake. He excelled at growing tomatoes but is enjoying new success in his other favorite thing, racing sailboats.

Pete and his wily crew Rose Schultz have been dominating the Y fleet racing since the two decided a few years ago to jump back into a Y-Flyer after not sailing with the fleet for several years.

Pete and Rose are defending Y champs in many of the HSA events, including the major holiday series.

Few in the club can claim to be a Founding Father of the club. Pete has been a member since the club and the lake opened in 1956, even though Pete was a junior skipper then.

"Being recognized is not among my interests, but it is a great honor," Pete told the Hamilton Journal recently. Known for his humor and humility, Pete is widely regarded as a great asset to the organizations he has been connected to, especially HSA where he not only races on a regular basis, but also contributes at different moments as a sailing instructor, a construction engineer, and a maintenance supervisor.

The affable skipper will often regale his companions with the latest joke he has heard, or pull one from his grab bag of tried but true favorites. Who hasn't heard Pete say the punch line, "Then, I think will wax my boat."

Pete coached his daughters in sports while they were youngsters and later served as an announcer at Lakota West sporting events. Both girls attended HSA's junior camp and daughter Laura is still an active sailor and racer. Below, Pete with his parade carriage.





HSA 60th Anniversary Shirt Orders Ends Soon

HSA's club shirt with the 60th anniversary logo are selling like the proverbial Chinese hoverboard, except the shirts won't burst into flames. Have you ordered yours yet? The deadline of July 15, next Friday. Over 20 shirts have already been ordered. They will be a beige (sand) color and come in short and long sleeve tees, short and long sleeve polos, and in both men's and women's sizes and styles. The shirts are the same dri-fit Sport Tek that we have gotten in the past. Send in your order to mastratton44@gmail.com. (See the last issue of AA for pictures and more details)

Junior and Ladies Camp Week Lifts Off This Sunday by Jerry and JoAnn Callahan

Who eats: 8-10 gallons milk and ...

- \$45-50 cereal
- gallons and gallons OJ and juices
- 35-40 bananas
- 8-10 cantaloupe
- 40-50 yogurts
- 8-10 cream cheese
- 10-12 gallons milk
- 20 cans tuna
- 20 dozen eggs
- 125-150 hot dogs and buns
- 12-15 lbs BBQ and buns
- 3 huge trays mac n cheese
- 10 lbs angel hair pasta
- gallons of spaghetti sauce
- 20 loaves garlic bread
- huge bowls tossed salad
- 10-15 lbs potato salad
- 2 big trays baked beans
- over 30 gallons pink lemonade
- over 100 cupcakes
- huge box of Mrs. Peters Monster
- gobs of couscous couscous salad
- even more chicken pasta salad
- gobs and gobs popcorn
- and way too many sno-cones to begin to think about

It's the junior and ladies camp and WE ARE READY!

This year's Jr. Sailing Camp has 22 sailors - 15 boys and 7 girls. Nine are "newbies", although 5 of those have siblings also in camp this year. Each Jr will be sailing either a borrowed Sunfish or one owned by their family. Before anyone goes out on the water we demonstrate the parts of the boat and other terms we will be using.

We demonstrate how to sit in the boat, how to steer it and points of sailing. The first time on the water each participant must capsize a boat, learn how to right it and get back in the boat. All of that in the first morning. From that point on each sailor will be sailing his/her boat. This goes on for three days. Each night the sailors camp in the Hueston Woods State Park campground. Camp ends with a banquet where the Juniors get a certificate of participation, a t-shirt and other awards.

Ladies Camp is very similar and is held on July 14 & 15. The Ladies try to learn in 2 days what the Juniors do in 3 days. This year we have 19 ladies. 9 of them will be in camp for the first time. At least 5 of them are from the Women's Adventure Club of Cincinnati.