



Tom Katterheinrich heads for his one and only bullet in race five Sunday. The Sunfish virtuoso came in third overall by sheer force of personality.

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Turluck Takes AuGusto! Gold

Sunfish Regatta Sees Return of the Bullets for Henthorn

Gull Lake Michigan's Gail Turluck made a surprise visit to Acton Lake Sunfish racing as did Grand Lake St. Mary's Tom Katterheinrich, and at the end of the day and six races later, it was The Gail Force on top of the leaderboard.

Another surprise was the reemergence of Roger Henthorn as a threat in the Sunfish Series regattas. Henthorn who had of late been languishing somewhat in the Sunfish standings, borrowed a boat from Jerry Callahan and took three bullets on the day to finish second overall. Katterheinrich, aka the Wizard of the North, did a 720 in race 6 and as a result ended up in third after a tiebreaker dropped him a notch.



Downwind, usually calm, wasn't that way Sunday as the wind gusted to 15 plus.

Inside

New to racing? In this issue we give the newer members an insider's look at getting faster.

(BTW, Jerry Brewster was first to the windward mark in race one Sunday. As Commodore he ordered me to include that. So much for a free press.)

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Turluck Takes Gold

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Henthorn's resurgence was not without a few bumps. His first race put him in 7th place and it seemed as if his old woes would continue. The next race would see him go wire to wire in front, though, and, despite another finish out of the top five later, he threw in two more dominating performances and closed the day by winning half of all the starts.

The 8-14 winds helped create conditions for an unusual six races before time ran out, but it also had its casualties. Pre-race favorite Laura Beebe was poised to take a medal after finishing first in race 4 but race 5 saw her break her rudder and she was out of the running.

Turluck only won one race but finished well enough in the other five to take the top spot while others in contention were up and down depending on where they were when a big shift happened.

In the junior racing, Victor Abitabilo charged to the front early in the first two races and despite a last place finish in the final race for the younger crowd, earned his second Sunfish series junior win in two years.



AuGusto! Results

Seniors

1. Gail Turluck	1 2 2 3 4 3	15
2. Roger Henthorn	7 1 1 6 3 1	19
3. Tom Katterheinrich	2 4 4 2 1 6	19
4. Mike Stratton	6 5 3 5 2 2	23
5. Rose Schultz	3 6 4 4 7 4	31
6. Laura Beebe	5 3 5 1 DNF DNS	35
7. Jerry Brewster	4 7 6 8 5 7	37
8. Charlie DeArmon	8 8 8 7 6 5	42
9. Ryan Servizzi	9 9 9 9 8	53
10. Doug Brookville	10 10 10 10 8 9 5 7	

Juniors

1. Victor Abitabilo	1 1 4	6
2. Megan DeArmon	2 3 1	6
3. Jack Cooper	3 2 3	8
4. Kayla Draper	4 4 2	10

Beyond the Wind an excerpt from the Jim Lynch novel

With just enough wind to return, nobody spoke, not wanting to spoil the moment, all of us happy mutes with bright faces and no chance of explaining this sensation, even to ourselves. Perhaps that's part of why I keep taking people sailing, hoping somebody will eventually put the feeling into words. My mother's the only one I've ever heard try.

"So why do we feel so good out here?" Ruby had asked one night after a week of cruising that ended with us all lying on the deck, spinning around the anchor.

Mother loved these sorts of questions. Why do we laugh when something is funny? Why do we dream of flying?

"Well, it's the same feeling we get when we walk along the ocean, isn't it?" she began indirectly as usual. "It's the same ionic lift from salty water. But it's more than that isn't it." (continued on page 4)

Get Faster - a Guide for the New Racing Sailor

Building on the Basics

The following are crucial areas which you'll want to work on to propel yourself up the learning curve. By paying attention to each of these it won't be long before you're catching up with those at the back of the pack. Enlist your fellow competitors to help build your skills by bombarding them with questions — this is a very effective way to learn and most sailors are more than happy to share their knowledge.

Wind awareness: Pay as much attention as possible to the changes in wind strength that can be seen on the water — gusts show as darker patches, while lighter areas indicate a lull. This knowledge helps you to become more in tune with the boat — you'll have advance warning of when you'll need to move your weight, or hike harder to keep the boat flat.

A change in wind strength is almost always accompanied by a change in direction, so if you're sailing the windward leg of the course you'll need to adjust your course to suit the new wind direction and in any case you will need to re-trim the sails. It takes time to develop a high level of wind awareness, so don't worry about nailing it straight off — just start by making sure that it's always uppermost in your mind and be content to slowly build your feel and appreciation of what's going on. In particular, don't make the all-too-common mistake of assuming the wind's still coming from exactly the same direction that it was five or 10 minutes ago.

Windward leg tactics and laylines: Windshifts are one of the key determinants of the best time to tack when sailing the windward leg — it pays to tack when you are headed away from the windward mark. Also try to establish whether one side of the course appears to be faster than the other. Watching boats ahead can be helpful in working this out — look for which side of the course the leaders took. An obvious, yet important, point is not to sail too far on the windward leg — judging exactly the right place to tack to make the windward mark is difficult from a distance — so sail a progressively shorter distance on each tack until you reach the mark.

Boatspeed: It's all very well to point the boat in the right direction, but if your boatspeed is poor, you'll still trail at the back of the fleet. A common mistake many club racers who are starting out make is to believe that investing in new sails and other kit is the most effective way to improve boatspeed. Granted, these are important elements, but the first investment to make almost always needs to be in your own skills. Sail trim is perhaps the single most important issue. Learn to use the telltales to indicate the air flow over the sails, then learn about twist and draught (fullness) and how the outhaul, cunningham/halyard tension, and vang can be used to depower and power up the rig.

Get Faster (continued from page 3)

Correct rig tuning is vital to boatspeed and many sailmakers and classes provide 'standard' tuning guides. You'll need to use one of these, possibly with input from other club members, to make sure your boat is properly sorted in this respect.

And more ... On the water, keeping the boat trimmed correctly fore and aft, and properly balanced, makes a huge contribution to boat speed, yet the number of relatively experienced sailors that fail to pay sufficient attention to this is amazing. The golden rule is to keep the boat flat at all times — heeling may create a sensation of speed, but ALL dinghies are slow when leaning over.

The only exception to this is in very light airs. If the wind is almost imperceptible, heeling the boat away from the wind helps the sails to fill — their own weight helps them to take up the correct shape — and at the same time less of the hull is immersed in the water, so drag is reduced. Other aspects of boat handling to start working on at this stage are tacking and mark roundings. With tacking, start by making sure you're turning the boat through approximately the correct angle for each tack, so that you always exit the tack at an optimum wind angle.

Note that it's very common for newcomers to turn much too far, which is exceedingly slow. Mark rounding may sound like a small factor, but neat boat handling will always gain ground at a mark, and with some club races involving up to a dozen marks, there's a lot of scope to gain ground in this area. The key is to approach wide, which enables you to exit the mark close to. This prevents others getting inside you and shortens your windward leg by perhaps half a length, which may just be enough to get an inside overlap at the next mark.

At the same time, you can start to build your understanding of the rules and tactics, gradually implementing your additional knowledge as you build your skill level. If you're sailing a two-handed dinghy it will also be important to work on communication and division of tasks between the crew — it's often more effective for the crew to make the bulk of the tactical decisions, which leaves the helm able to focus as fully as possible on trimming the mainsail and steering the boat fast. (From *Yacht and Yachting Magazine*)

(Beyond the Wind excerpt continued from page 2)

We were all yeahing and nodding and listening hard in case she put her finger on something revelatory. "And it's even more powerful when you're out on the water all day because the rise of fall of the ocean connects you to the sun and moon, right?"

With her eyes squeezed shut, we knew not to rush her.

"That alone might make us feel good, but let's not forget we live on a planet that's mostly water - and so are we, right?"

We were too tired to respond. Sure, whatever, yes!

"And we know all of life began in salty water. So maybe the reason we feel like we're glowing or buzzing at times like these is that when we're out here every cell in our body is saying, *Momma!*"

After a thoughtful lull, Ruby broke the silence by shouting, "Momma!"



Camptown Ladies

Camp week ended on July 18 but no doubt the memories linger for the seventeen participants in the annual HSA Ladies Camp. In just two days, one can go from a raw novice to, well, a seasoned novice. After two days on the water, new sailors are able to sail solo and bring it all back safely. The camp usually has several returning sailors who like to mix it up in A Fleet by racing. The newcomers just practice staying upright and moving. Amen, sisters.



A Fleet members were Tracy Mahoney, Erin Coffed, Rosa Molleran, Amy Marks, Kathy Wilson, and Emily Wilson.



B Fleet members were Caroline Krumme, Maggie McLeod, Debbie Jenkins, and Karrah Jenkins.



C Fleet members, which included six people from the Adventurous Women of Cincinnati Club, were Cheryl Hamilton, Felicity Hill, Deanna Slusher, Rita Verderber, Doris Jacobs, Audra Sweeney, Jo Bateman, Chrisite Bennett, and Allison Paul.



At the top of the page left and right are Christy Bennett and Allison Paul. Middle photo is of newcomer Cheryl Hamilton; below is Callahan family member Erin Coffed.



Ladies Camp Scores Again

Back in July, seventeen ladies converged on Acton Lake to participate in HSA's annual Ladies Sailing Camp. Eight newcomers to the sport comprised the C Fleet where they learned to sail for the first time as the seasoned sailors in A Fleet merged with the intermediate Bs to form a skills and racing group.

The C Fleet was trained by instructors Rose Schultz and Peter Von Peters with assistance on the water from Bill Molleran, Roger Henthorn, Charlie DeArmon, and Jerry Brewster. The A and B Fleets were instructed by Jerry Callahan along with Rob Hill and Phil Robertson.

Kitchen duties were singlehanded by JoAnn Callahan who fed over 30 people, including camp staff. Several junior counselors including Megan DeArmon, Kayla Draper, Ian Mahoney, James Rucker, and Katie Lockhart also assisted with B and C Fleet instruction by demonstrating and supervising capsizing recovery and by sailing with some of the new sailors.

The A/B Fleet sailors focused primarily on racing with Tracy Mahoney taking the overall honors in A Fleet competition. Rosa Molleran took second. Caroline Krumme took first place followed by longtime friend and classmate Maggie McLeod in B Fleet.

First time sailors Allison Paul and Christie Bennett received Most Improved awards in their C Fleet. Jerry Brewster, Ladies Camp Correspondent

Below left, Megan helps out with new sailor Audra Sweeney. At right, Rita Verderber waves hello while relaxing in a bit of a lull sitting on a hull. And sailing below right are Karrah Jenkins, Debbie Jenkins, and Maggie McLeod.

