

# Acton Action

HSA's Capri 14.2's sit ready for action. They, along with other HSA fleet craft have been getting the once over as the new season approaches.



Volume 63 Issue 3

## HSA Calendar

Sunday, April 28th	All fleets, races 1& 2 in Spring Series; Committee duty: Bill Molleran, Charlie DeArmon, John Cannon
Sunday, May 5th	All fleets, races 3&4 in Spring Series; Committee duty - Mike Weir, Jim Paul, Steven Szymanski
Sunday, May 12th	All fleets, races 5&6 in Spring Series; Committee Mike Stratton, Ryan Servizzi, and Mark Costandi
Saturday and Sunday, May 18-19	Intro to Sailing Weekend; Sailing School #1

## Season Opens Sunday

You might remember December, the start of the real cold, the beginning of the wishful longing for a slightly faster turning of the season. It seems the deeper we dove into the sub Arctic, the more we fantasized any hint of warm weather as an exit from the Escape Room of Winter, if you remember those scattered warm days in February that were like hot cheese in between cold slices of frozen bread.

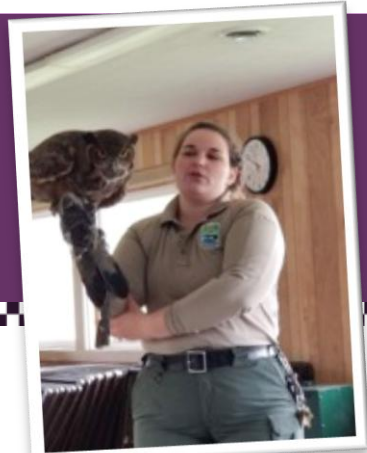
Well, once again we have survived and once again Spring has landed in our laps, a puppy eager to get outdoors, maybe even before we are ready. Who knew it would take so long? Who knew it would arrive so fast?

Sunday is Opening Day. It is here and we have done all that long sufferers were supposed to do. Even to the point of getting boats ready while a frosty wind whipped our cheeks red. Sunday the water will be white wings everywhere as the racing calendar gets a champagne bottle cracked across its April head. We are delighted!

### What Bird Is This?

Why it's a red tailed hawk, one of the borders at the Hueston Woods Nature Center. He was hit by a truck and has a broken wing. The driver found him when he got home and discovered the bird hitching a ride in the bed. We all got a close up look at the HSA Spring Social on April 13th. Pictures of his marvelous friends are inside.





## Spring Brings Lake People Alive

### Work and Launch Parties Took Place on Successive Weekends in Chilly April

There wasn't much to do for the eighteen volunteers on Launch Saturday, April 13, but Rescue One and the Sunfish are now in great shape. The Committee boat had already been serviced and launched the week before as Roger Henthorn and Bobbie Bode used it for Miami's Spring Regatta.

We did get a chance to chat while the work got done and then we got schooled. In a good way. Jerry Callahan dusted off his chalkboard and gave a clinic on serving on race committee.

After a pretty good lunch cooked up by Rose Schultz, Kathryn, a park naturalist, brought three amazing birds to the Hueston Room. This is about as close up a view of some beautiful wild creatures as you will ever get.

We got the backstory on Colonel, the red tailed hawk with a broken wing; Icarus, an eight year old great horned owl with imprint issues; and Beau, a handsome white faced barn owl.

The great horned owl was raised in close proximity to humans

and became imprinted, meaning that it believes it is human. The bird has become attached to naturalist Sean Connor and cannot defend herself in the wild. She has escaped more than once and always returns to her human cohorts. Apparently naturalist Sean Connor didn't wear his owl costume when he fed the young owl.

The barn owl, Beau, was given to Hueston Woods by another facility because it was too difficult to handle. It is a rare bird in Ohio and the park took on the

problem. Beau, despite the tattoos, has not been linked to any known owl gangs in the area.

A week later, a dozen or so Capri 14.2 aficionados labored long and hard in farm country on HSA's fleet and got them refitted, oiled, greased, lined, shackled, and generally spiffed up.

We think the Capri crew is still talking about the homemade-from-scratch pizza but we haven't actually heard anyone.

Many thanks to all who heard and answered the call to duty. When we got done, everyone got air stamped on the forehead with the words "Ready for 2019". Haven't been able to wash it off yet, but we are sure it will fade.

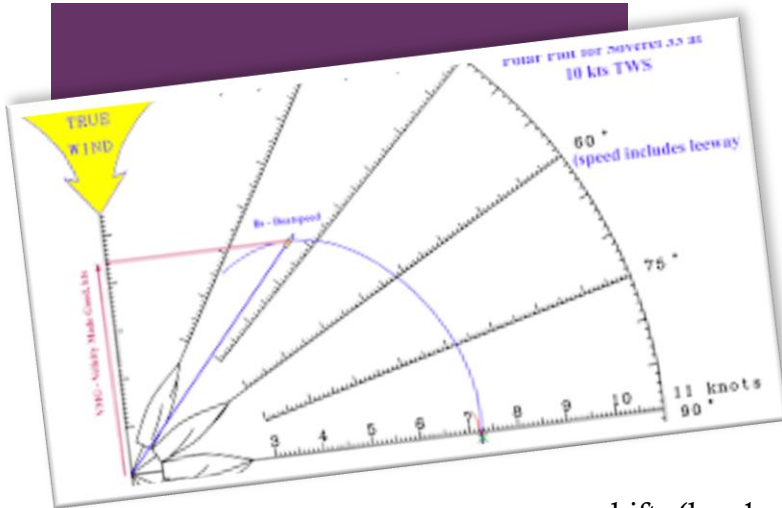
Miss out on a chance to volunteer? There should be a Saturday soon when the Capris and the Flying Scot will be needing a wash, wax, and buff. It was too cold and wet to do it in April.



The hawk was accompanied by a barn owl and a, uh, wait. That's Jerry, Brett and Bobbie.

# When Should I Tack?

Velocity Made Good (VMG) is a vector. But you won't see vectors mentioned here. Just a pretty good attempt to explain upwind tacking.



*Editor's Note: The following is excerpted from The Weekend Navigator, a publication by the US Sail and Power Squadron. It is perhaps the best explanation I've seen of what VMG (velocity made good) is and what its implications for making decisions to tack upwind are for sailors. The excerpt is from a chapter on how a sailboat might avoid obstacles or hazards by following cross track error plotting on a marine chart. But it seems to be a good guide to understanding how a sailboat makes optimal progress upwind, something racing sailors and others should find interesting. (Parentheticals, including this one, are the editor's, mostly.)*

In considering progress toward an upwind objective (the windward mark) we need to shift our thinking a bit. The helmsman constantly monitors conditions, especially wind strength and direction, and makes course adjustments accordingly. He or she responds to favorable shifts (lifts) by heading up toward the wind and the destination, and is forced by unfavorable

shifts (headers or knocks) to head off, away from the goal. Let's look more closely at what's going on here.

A sailboat's speed through the water depends greatly on its heading relative to the wind, as well as on wind speed. Most boats can sail no higher than 45 degrees off the wind. Increasing that angle slightly increases our speed considerably but heads us farther from our windward mark destination on each tack, ultimately forcing us to sail a longer distance. Thus we're interested in the optimum compromise between heading and speed.

Helmsmen traditionally find the optimum tacking angle by feel. As a boat tacks upwind, its actual track will almost certainly not match its compass heading. All sailboats make some leeway or sideslip from the force of the wind. When you sail to windward, the wind and waves are driving you lower (away from the wind) than your intended course.

The VMG (velocity

made good - a sometimes difficult idea to understand, means the speed you are actually making directly upwind toward your destination even though you are unable to head directly upwind - your boat's velocity at an angle to the wind is always much more than the VMG) (You might want to Google VMG for a fuller understanding) It stands to reason that the way to get the most out of each tack is to maximize VMG. That is true as long as we confine the discussion to instantaneous VMG.

Why the restriction to "instantaneous" VMG? Because, as a boat sails a windward tack, the angle between the boat's track and the destination continually increases. This causes the VMG to gradually decrease as you sail along (because you are heading less and less toward the mark). When the mark is abeam (at right angles to your heading), the VMG drops to zero even though the boat is still sailing well.

The desired heading and sail trim combination as you



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sail a tack is the one that gives you the highest instantaneous VMG toward your upwind destination. When you find that combination, you'll be sailing "in the groove".

For example, a heading of 50 degrees off a 12 knot wind results in a boat speed increase of about a half a knot over a heading 45 degrees off the wind but forces you ultimately to sail a greater distance to reach your destination. Which course is best? The one that gives you the maximum instantaneous VMG under the prevailing conditions. Changing the heading a small amount in either direction from there results in lower VMG.

As you tack back and forth toward a windward objective, it is tempting to carry each tack as far as possible, until you're forced to tack by obstacles ahead (or you sense that you are really heading away from the mark or destination rather than getting closer). Indeed, there is much to be said for this strategy: tacking requires human energy, so reducing the number of tacks might conserve that energy. Tacking also requires a turn through the wind and waves, and this slows a boat down. But when your goal is optimum progress to windward, carrying each tack to its limit (racing sailors call this "banging the corners") is not always the best thing to do, because the wind is almost never steady over time or from place to place. (Plus if you are banging the corners on every tack, you are losing out on any wind shift that might have lifted you toward the mark; if you bang the corner, you are at the layline for the mark so any lift after you tack will take you above the layline where you overstand the mark. Meaning? You have traveled a further distance than you needed to and you are likely behind now.)

Every header on one tack is a lift on the other. So, assuming that efficient progress is your foremost objective, should you tack? Probably. Racing sailors say, that when in doubt, you should sail the tack that heads you closer to your objective. And if the wind is shifting frequently and unpredictably (Acton Lake personified), they say you should tack on every header. (Of course we have to decide to if the header is a persistent one or temporary and if there is more favorable wind ahead if we just keep on the headed tack a little longer; it's complicated but that's what makes it so much fun.)

Other things being equal, your true VMG decreases gradually but constantly along your tack as the relative bearing to your upwind destination grows increasingly wider. The VMG is highest when you commence each new tack and declines continuously as you progress. When the upwind destination is directly abeam - that is, when its relative bearing is 90 degrees on a starboard tack and 270 on a port tack - the VMG is zero. If you continue on the same tack, the VMG will turn negative, reflecting that you are actually farther away from your objective. A racing sailor would say that you "overstood the mark". The key is determining what level of decline from the highest value of VMG constitutes the best time to tack. Making the call is an art, not a science.

Sooner or later, as you zigzag your way inexorably "uphill" toward a windward objective, you get close enough to start wondering, gee, if I tack now, can I fetch the mark? This is another decision that racing sailors and cruising sailors approach a little differently. The racer worries most about "overstanding" - that is, sailing beyond the layline (in racing parlance, the imaginary line along which a boat sailing close - hauled can just fetch the windward mark with no margin for error) before tacking, thereby sailing farther than necessary and ceding an advantage to more farsighted competitors. The cruising sailor, on the other hand, is more likely to worry about tacking too soon; if he tacks, then can't fetch that windward destination, he'll have to tack once or twice more, and that means more work. What the racer calls overstanding the layline and tries to avoid, the cruiser calls money in the bank and tries to ensure.

## QUIZ TIME!

The Navigational Rules of the Road establishes a "pecking order" between different types of vessels. A vessel higher than you on the list is considered to be the "stand-on" vessel in a collision situation; vessels below you are considered to be the "give-way" vessel.

We have mixed up the list. Can you put them in the right order beginning with the category that is the most privileged?

Constrained by Draft

Fishing Vessel

Not Under Command (NUC)

Sailing Vessel

Vessels being overtaken

Seaplane and wing in ground skimming craft

Restricted in Ability to Maneuver (RAM)

Constrained by Draft (CBD)

Power Driven Vessel

Answers: (no peeking!)

Vessels being overtaken

Not Under Command

Restricted Ability to Maneuver

Constrained by Draft

Fishing vessels (except those trolling)

Sailing vessel

Power Driven Vessel

Seaplanes and skimmers

## Sunfish Midwinters Has New Champion

Connor Blouin from Lexington Park, MD won the abbreviated Sunfish Midwinters last month at Davis Island Yacht Club in Tampa Bay, FL.

Blouin, 32, won the championship with finishes of 3-1-6-7-1 in light air that saw the final day cancelled due to lack of wind.

Blouin will represent the US at the Pan Am Games in Peru this summer. He is currently assistant sailing coach at College of Charleston where Ohioan Greg Fisher serves as head coach. Dan Norton of Devil's Lake, MI finished 10th overall despite a 29th in race one.

There were 67 boats in the competition. Gail Turluck from Richland, MI finished 44th, and our own loveable Tom Katterheinrich from Lake St. Mary's finished 47th.

All of the above have competed with us at Acton Lake, including Ron McHenry from Pymatuning, OH who garnered a 17th place, Josh Kerst of Ann Arbor who placed 29th, and Donald Fritz of Toledo who came in 57th.

HSA will host the Midwest Sunfish Regional #2 at OktoberFast.



Joe Fulford with Paul and Scott Eversole at Haul In/Launch Party

## Bits and Pieces

- Brett Hart debuts a brand new set of North racing sails this Sunday. Please resist the temptation to touch them unless you have washed your hands.

- Kevin DeArmon will take dad's Y-Flyer out on the course this Sunday with crew Samantha.

- May's Sailing School - Intro to Sailing is completely booked. June brings another one and it is already half way there.

- The Indianapolis branch of HSA will be in action this Sunday at Acton Lake. Welcome Danielle and Sam!

- The Three Muskytears are back at it, taking another navigation course with the Dayton Sail and Power Squadron. This time it's "Advanced Piloting". Look out Lake Erie. Here we come.

- The first Sunfish regatta of the season is coming on June 2nd!

- This year's calendar includes the Round the Lake Race, CruiserFest '19, and the Capri Club Championship. Check out the whole schedule at [www.huestonsailing.com](http://www.huestonsailing.com)



Beau the barn owl with his handler Kathryn looking a bit dangerous?

Shhh!

## Flying Scot Nearing Its Phoenix-like Rise

*Editor's Note: New Rear Commodore Joe Fulford has been working on the club's Flying Scot for about two years. Here is a first hand account.*

by Joe Fulford

I've always liked the club's only Flying Scot, which some in the Handicap Fleet fondly call the "Capri 19" so as to make her feel more a part of the HSA gang. It has a roomy cockpit, lots of sail, and even a spinnaker to shade you when the wind dies in August. Sailing, upgrading, and repairing this 1970s vintage boat just brings me joy, pure and simple. So, after restoring the centerboard, replacing the rigging, obtaining new lightly-used sails (thanks Jerry!), and refinishing the woodwork, this was the winter to take on the paint. To see the art of the possible, we stopped by Flying Scot Inc. in Deer Park MD, on a trip to Pennsylvania and walked thru their yard. It was inspiring.

Properly inspired, we searched for inexpensive expertise. My dad had left me a little money to pay it forward but the budget was still tight. Through HSA's newest members, Doug and Karolyn Hansen (Capri 14), we found a local boat fiberglass repair guru who agreed to do just the major hull repairs and then turn the project over to us to finish.

As I shed crocodile tears in his Centerville boatyard, he listened intently of my dream to have a handsome, roomy, and stable boat for our students, without laughing—I was in the queue! A week in February and probably two gallons of fiberglass epoxy later, he called to say our Flying Scot was ready for paint. I got our 1938 Oakwood "paint shed" ready and prayed to the trailer gods for safe travels. (continued next page)

Below, the Flying Scot in Joe's garage in Oakwood as he prepares to finish the hull work. At right, Joe and LeAnn at the Flying Scot home in Deer Park, MD on a recent trip to Pennsylvania.





## Flying Scot (continued from previous page)

The world of boat painting is vast. There are many phrases I had never heard: rolling and tipping (sounds like something one does to cows in Oklahoma), boot stripe enamel (where the heck is that on a sailboat?), and frog tape (somewhat sensical as it is green).

*Practical Sailor* and *Scots N' Water* magazines had varied opinions on what paint was the best. They did all agree on one thing, preparation of the surface was key. So, I picked Interlux Pre-Kote primer and their Brightside top coat for above the water line and VC Performance Epoxy for the bottom, along with some seriously volatile solvents, and started sanding.

HSA's Flying Scot is nearly ready to fly again. Three out of the four coats of paint are on and if it will stop raining and stay above 50 degrees, the last glorious top coat and boot stripe will go on soon. After that, reinstallation of the cleats, bow plate, rub rail, anti-skid strips, etc., should have her ready for her Acton Lake debut with a gaggle of Learn to Sail students.

You might ask what this professional tinkerer is going to do now that the painting is done. As many of our members with boats will tell you, there is no need to fret as work on a sailboat is never really done. I'll also be busy watching if students are wearing hobnail boots or white deck shoes!



Above, Joe in the boat and roller happy. Below at left, a before picture along with the one directly below which shows just some of the old wear and tear.

