

# September "Fall" Edition

# Acton *Action*



## In This Issue

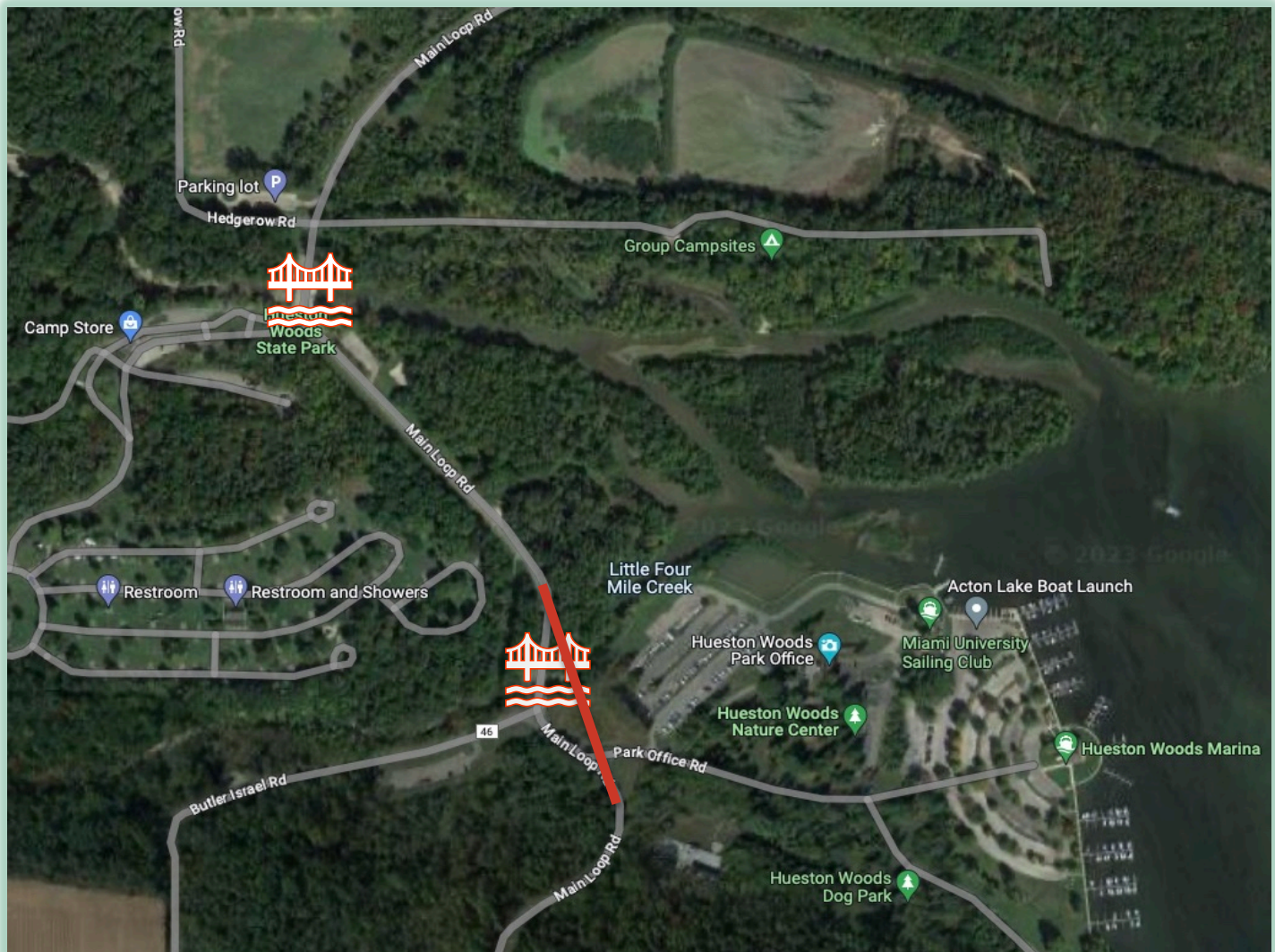
- ~Sailing Rules for 2025-2028
  - ~HSA and ODNR/Park's Public Programs
  - ~Bridge Work Begins!
  - ~Boats for Sale
  - ~Haul Out or Bottom Out?
  - ~Learn to Sail the HSA Way
  - ~Heaving your SNAX
  - ~Exec Committee Elections
  - ~Y-Flyer Fleet at Acton Lake
  - ~Lost and Found (Kevvvvin!)
- ...and much, much more!





## Hueston Woods State Park Bridge Work Finally Begins!

Keen observers will have noticed that the bridge work, that has been in er, ah, work has finally begun! Park Manager, Kathryn Conner, seen recently with a larger than usual smile on her face, predicted that once the Zoom RedHawk Triathlon and Multisport Festival was done on September 15<sup>th</sup>, the heavy construction equipment would roll out. You don't have to be a civil engineer to see where the new road bed and bridge will eventually end up for bridge # 1 as they modify Main Loop Road as below.

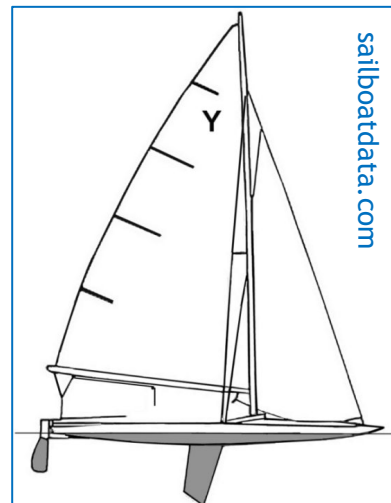




## HSA's Growing Y-Flyer Fleet – Something in the Water?



<b>Hull Type:</b>	Centerboard Dinghy
<b>Rigging Type:</b>	Fractional Sloop
<b>LOA:</b>	18.17 ft / 5.54 m
<b>LWL:</b>	14.50 ft / 4.42 m
<b>S.A. (reported):</b>	161.00 ft <sup>2</sup> / 14.96 m <sup>2</sup>
<b>Beam:</b>	5.67 ft / 1.73 m
<b>Displacement:</b>	500.00 lb / 227 kg
<b>Max Draft:</b>	4.00 ft / 1.22 m
<b>Min Draft:</b>	0.50 ft / 0.15 m
<b>Construction:</b>	Wood or FG
<b>First Built:</b>	1941
<b># Built:</b>	2770
<b>Builder:</b>	Turner Marine
<b>Designer:</b>	Alvin Youngquist



With a flat hydrodynamic planing hull, the Y-Flyer is fast yet stable so perhaps this is why Acton Lake has such a robust growing fleet?

This 500 lb scow was designed by Toledo Ohio resident, Alvin Youngquist, and about 2800 of them have been built since the 1940s! HSA has ten active boats. On any given Sunday many of them show up to seriously *fly* around the course.

The Y-Flyer Class website gives another hint as to why they are so popular: *We are a family class and it is, most definitely, a family boat. Perfect for husbands and wives, fathers and mothers, sons and daughters, brothers and sisters, and best friends—we've got them all. The Y-Flyer is an 18' fun machine. It's an easy-to-manage day sailor or a fast tactical racing boat. We sail all over the U.S. and Canada, but primarily in the Midwest and Southeast regions of the US.*

HSA has seen a few more newcomers over the last couple of years so if you are looking for a one-design sailboat, our Y-Flyer fleet is strong. You'll be up against some winners, but winners who happily share tips on how to go fast and keep your boat in tip-top shape. Find a boat and friend or family member and join the fast fun Flyer fleet!



# Learn to Sail, the HSA Way: A Neat Standardized Approach

HSA has always had a solid teaching program based on decades of real-life experience. Recently, a small group captured these lessons and standardized them for three introductory sessions. In summary...

## Chalk Talks:

- Wind Awareness/Weather Conditions
- Safety Gear and PFDs
- Boat Parts
- Key Knots
- Underway Terms
- Points of Sail
- Rules of the Road
- Capsize Recovery
- Launching/Returning

## On the Dock/Water as Student Skipper:

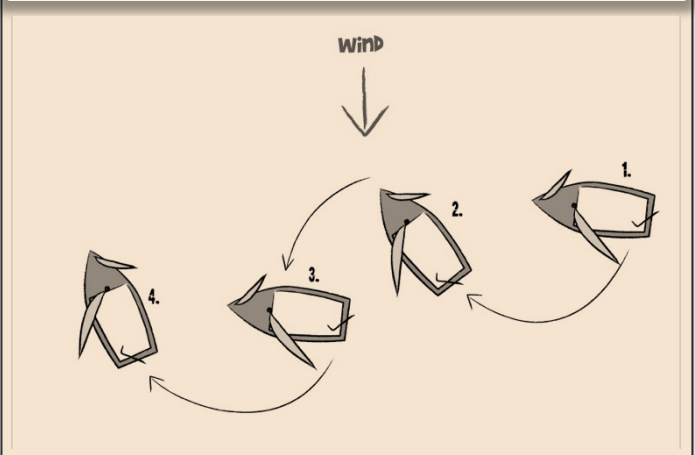
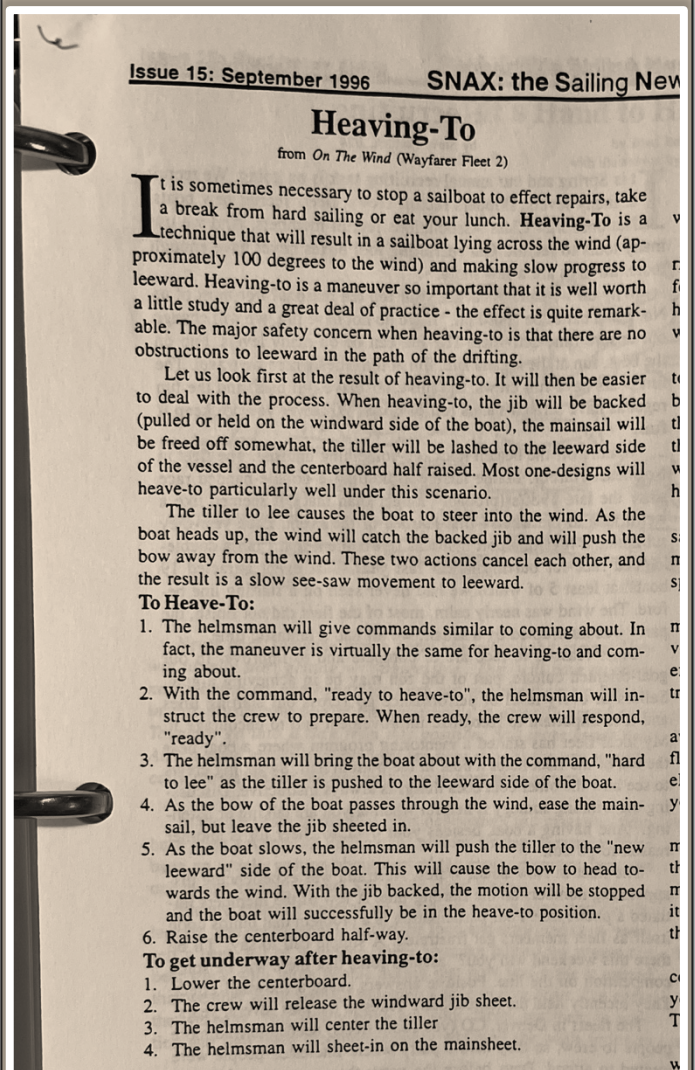
- Practice Launching from the Dock
- Practice Reaches, Runs, and Jibing
  - Moving Across Boat
  - Heaving-To & Safety Position
  - Tiller/Sheet Handoff
  - Telltails and Other Wind Indicators
  - Crew Communication
  - "Irons" and Recovery
- Practice Recovery at the Dock (w one abort)

## Wrap Up Discussions and Q&A

There is so much to teach in three lessons that each new student is encouraged to join us on Sunday afternoons where the club can advise and monitor. HSA events provide a safer learning environment—key for those new to sailing as they build skills.



## Heaving-To and SNAX, The Sailing Newsletter Article eXchange





# Executive Committee Highlights

Commodore – Amy Marks [amymarks00@gmail.com](mailto:amymarks00@gmail.com)  
Vice Commodore – Darrilynn Brewster [luv2readmom@gmail.com](mailto:luv2readmom@gmail.com)  
Rear Commodore – Bill Molleran [bill.molleran@gmail.com](mailto:bill.molleran@gmail.com)  
Treasurer – Roger Henthorn [rrh2699@gmail.com](mailto:rrh2699@gmail.com)  
Secretary – Dom Everaet [Dominiek.Everaet@esko.com](mailto:Dominiek.Everaet@esko.com)  
Harbor Master – Don Fecher [dfexskip@aol.com](mailto:dfexskip@aol.com)  
Past Commodore – Laura Peters [petersle1@yahoo.com](mailto:petersle1@yahoo.com)  
Newsletter Editor – Joe Fulford [fulford.joseph@gmail.com](mailto:fulford.joseph@gmail.com)  
Sailing Instructor Coordinator – Brett Hart [brettrhart@aol.com](mailto:brettrhart@aol.com)

**Elections:** The Exec Committee will be looking for comments and recommendations for all these leadership positions above as it does each Fall. Some members may just be hitting their stride and are happy to stay another year while others have completed a long run of much-appreciated service. Reach out to Commodore Amy Marks if you'd like to suggest someone for the upcoming elections. As per club tradition, you'll have an opportunity to voice your opinion, nominate someone, and vote right up to our annual banquet date of November 2<sup>nd</sup> at the Barn-N-Bunk.

**Haul out:** Before the Awards Banquet, the annual Haul Out on October 12<sup>th</sup> provides one more opportunity to volunteer your time. Ask not what your club can do for you, but what you can do for your club. Haul out or bottom out!

**Lost-n-Found:** In other news, if you've left behind something (ala classic movie *Home Alone's* Kevin) now is the time to visit the shed or just ask a fellow member if they have seen your missing gloves, water bottle, ballcap, lucky sailing socks, trendsetting Ray Bans, or other items. You can also find them on display at the Awards Banquet.

**Public Programs:** Brett Hart, 11 skippers, and five other food support club volunteers, working alongside Park Manager Kathryn Conner, Assistant Manager Lori Jennings, and Naturalist Taylor Hedges, successfully took 47 members of the general public out for a free "Guided Sailing Experience" on Sept 14<sup>th</sup>. The winds were strong-ish but easily manageable for the dozen cruisers, one sporty Y-Flyer, and two sturdy Flying Scots that took out folks. Feedback was overwhelmingly positive and the free food and desserts put on by the club kept participants around for a post-experience feeling of community and goodwill. The smiles and comments from all involved proved it was a big hit. Well done, Brett and thank you HSA volunteers!





# 2025-2028 Sailing Rules Changes – The Nitty Gritty Details



Significant rules changes are as follows, courtesy of John Allan, a national judge and racing official from Australia: <https://www.racingrulesofsailing.org/posts/2513-the-racing-rules-of-sailing-2025-2028-are-published>

**Definitions: Continuing Obstruction** Definition added. Not a game changer.

**Definitions: Finish** Now appears to allow buttonhook finishes if specified in the SI (needs pretty clear words)

**Definitions: Mark-Room** Mark-room now stops when a boat 'leaves the mark astern'.

**Definitions: Obstruction** Now says that an area or line specified in the SI/NOR as prohibited is an obstruction, without the words 'this is an obstruction'.

**Definitions: Proper Course** now defined to be 'to complete the leg she is on as soon as possible': no longer refers to *finish*.

**Definitions Rules** Basic Principles Sportsmanship and the Rules and Environmental Responsibility are no longer *rules*. The expectation that boats will enforce rules [by protesting] is no longer a *rule*: a boat cannot be protested or penalized for not protesting. A boat can still be protested and penalized under RRS 2 because when a boat breaks a rule and is not exonerated, she shall take an appropriate penalty is defined as a principle of sportsmanship.

**Sail the Course** Express requirements to *start* and *finish* is now included in Sail the Course.

**Part 1 Fundamental Rules** No change.

## Part 2 When Boats Meet

**RRS 14 Avoiding Contact** cause contact added. This may be a pretty big deal

**RRS 17 Proper Course** last sentence deleted 'This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear'.

**Section C Preamble** Reworded: no apparent game change.

**RRS 18.2 Giving Mark-Room** Completely restructured'. Probably worth discussing in another post.

**RRS 18.3 Tacking in the Zone.** Restored so it looks very much like the 2013 version, but applying only at a Port hand mark. Test is once again the Other boat, not the tacking boat fetching.

**RRS 19.1 When Rule 19 Applies** Slightly restructured, no apparent game change.

## RRS 19.2 Giving Room at an Obstruction

RRS 19.2(a) New sentence added 'If a right-of-way boat changes course when choosing on which side to pass the obstruction, she shall give the other boat room to keep clear.' This appears just to restate RRS 16.1.

**RRS 20.1 Hailing [for room to tack]** requirement for specific words 'Room to tack' added.

**RRS 20.1** says a boat ... may hail 'Room to tack'...

**RRS 20.2** says a boat shall ... [reply] 'You tack'

**RRS 60.2** says [a boat] 'shall hail 'Protest'

Seemingly a boat may refrain from hailing 'Room to tack' and use other words. We'll have to see the rewrite of Case 54.





### **Part 3 Conduct of a Race**

**RRS 28 Sailing the Course** Changed to correspond with changed Definition: *Sail the Course*

**RRS 32.1 Shortening or Abandoning** Descriptions of Race Signals for Shorten Course and Abandon deleted.

**RRS 32.2 Shortening Course** Race Signals for Shorten Course added. Restructured no apparent game change.

**RRS 32.3 Abandoning** Race Signals for Abandoning added.

**RRS 40.2(c) Personal Flotation Devices** Reference to requirement stated in Class Rules added.

### **Part 4 Other Requirements While Racing**

**RRS 44.3 (a) Scoring Penalty** Requirement for applicability of Scoring Penalty to be specified in the NOR/SI repeated from RRS 44.1.

**RRS 44.3(c) [Calculation of] Scoring Penalty** Reference to 'places' replaced by 'points'.

**RRS 50.1(b) Competitor Clothing and Equipment** Description changed to include reference to Equipment Rules of Sailing

**RRS 55.2 Spinnaker Poles; Whisker Poles** Description changed to include reference to Equipment Rules of Sailing

### **RRS 56 ... Tracking Systems**

**RRS 56.3** added

*When a rule requires a boat to be equipped with an Automatic Identification System transponder or any other tracking device, it shall not be turned off or its effectiveness intentionally reduced.*

### **Part 5 Protests, Redress, Hearings, Misconduct and Appeals**

Completely restructured. Probably deserves a thread on its own.

### **Part 6 Entry and Qualification**

**RRS 76.1(b) Exclusion of Boats or Competitors** Requirement that reason for exclusion be 'proper' added

**RRS 76.3 Redress for Exclusion for improper reason** Entitlement to request redress added.

**RRS 78.1 Compliance with Class rules; Certificates** New final sentence added

*When a rule provides that the penalty for a breach of a class rule may be less than disqualification, the same penalty will apply to a breach of this rule.*

### **Part 7 Event Organization**

#### **RRS 86 Changes to the Racing Rules**

No significant changes except:

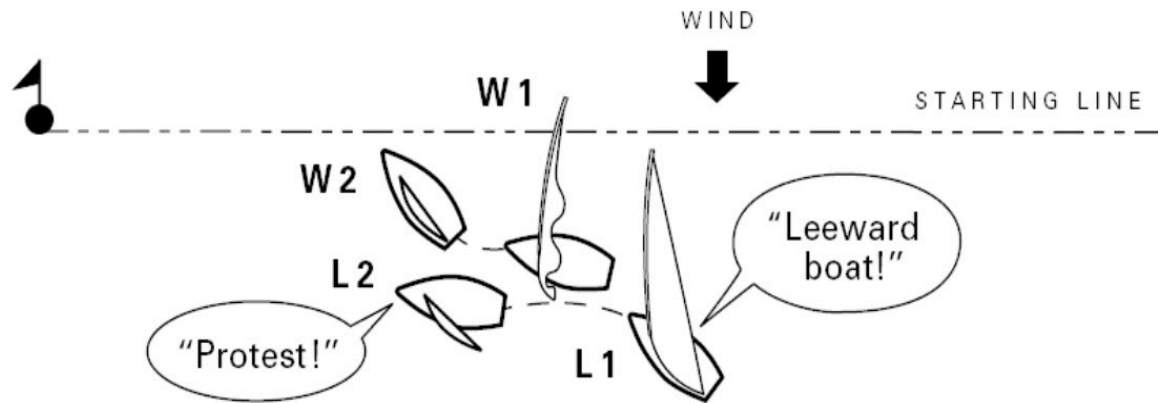
MNA Prescriptions can now change RRS 4 Acceptance of the Rules, but NOR/SI can NOT change RRS 4.

Class Rules can change RRS 78.2 Certificates.

**RRS 89.2 Notice of Race** NOR now required to be written.



# US Sailing Quiz



**Quiz Question:** Thirty seconds before the starting signal, Boat W is nearly wayless, her sails flapping. About one length prior to becoming overlapped to leeward, Boat L hails, “Leeward boat!” W takes no evasive action. One second after L becomes overlapped to leeward of W, L has to bear away to avoid contact with W. W begins trimming her sails and heading up immediately after the overlap is established. L protests. The protest committee finds that W, having been given adequate warning of the impending situation, fails to keep clear of a leeward boat, thereby breaking rule 11, On the Same Tack, Overlapped. W appeals. You are on the appeals committee; how would you decide this?



**Answer:** Boat W’s appeal is sustained; neither boat is penalized. Adequate time for response is incorporated into rule 15, Acquiring Right of Way, by its requirement to initially allow a newly obligated boat “room to keep clear.” This rule does not require a boat clear ahead to anticipate her requirement to keep clear as a wind-ward boat before the boat clear astern becomes overlapped to leeward. When L becomes overlapped and therefore the right-of-way boat, rule 15 requires her to give W “room to keep clear,” which she does by immediately bearing away and giving W space to maneuver away from her. Though W is momentarily breaking rule 11, On the Same Tack, Overlapped, when L has to change course to avoid contact, W is trimming her sails and heading up; therefore she is sailing within the room she is entitled to, and is exonerated (freed from penalty) for breaking rule 11 by rule 43.1(b), Exoneration. Thereafter she keeps clear, fulfilling her obligation under rule 11. (See US Sailing Appeal 119)

(This quiz was excerpted from *Dave Perry's 100 Best Racing Rules Quizzes* available from US Sailing. For a comprehensive explanation of the rules, read Dave Perry's *Understanding the Racing Rules of Sailing through 2024*, which is also available from US Sailing. Permission to reprint this quiz for non commercial use is granted by the author.)

# Capsize Help *Not Disqualifying* - US Sailing Expert Weighs In



## Helping a Capsized Boat in a Race

Published on May 16th, 2024 in *Scuttlebutt Sailing News* ([www.sailingscuttlebutt.com](http://www.sailingscuttlebutt.com))

by Dave Perry, chair US Sailing Appeals Committee

A common situation is that a boat has capsized in a race, at least one of the crew is in the water, and there are Race Committee or coach/parent boats nearby watching the racing. Under the previous rule 41, Outside Help, if a support boat went over and lifted the mast of the capsized boat and held the boat while the crew climbed back onboard, the boat could have been disqualified from the race. As a result, boats were refusing help, and/or support boats were reluctant to give help, out of the fear of causing the boat to be disqualified. That was considered an unsafe situation, and rule 41 was changed.

Recent Question 127, published in the US Sailing Appeals Book on January 1, 2024, discusses the new rule 41. Rule 41(a) states: A boat shall not receive help from any outside source, except (a) help for a crew member who is ill, injured or in danger.” The phrase “in danger” is not defined in The Racing Rules of Sailing (RRS). The Terminology section of the Introduction to the RRS states that “other words and terms are used in the sense ordinarily understood in nautical or general use.” As understood in general use, the phrase “in danger” means: “the possibility of something happening that may injure, harm or kill somebody.”

When people are in the water, the possibility of injury, harm, or death exists. Therefore, it should be considered that they are “in danger” until it is obvious that they are not. There are many reasons a person in the water may be in danger, including injury, fatigue, hypothermia, preexisting health conditions, physical disabilities, being tangled in the rigging, being separated from the boat, being in water where there are sharks, and other reasons.

Case 20 states: “A boat in a position to help another that may be in danger is required by rule 1.1, Helping Those in Danger, to do so.” A boat, competitor or support person will likely have no knowledge as to the circumstances that led to a person being in the water, or the condition of the person, until they are close by and have had the chance to assess the situation, which will, if practicable, usually include discussing the situation with the person.

If any of the crew of the capsized boat were “in danger,” and if they would remain in danger until the boat is righted and the crew is back on board, then the boat has not broken rule 41(a), and it may continue in the race. Furthermore, if the crew is unable to right the boat without outside help, then the crew is “in danger” and the boat has not broken rule 41(a). Note, the previous rule 41 ended with this statement: “However, a boat that gains a significant advantage in the race from help received under rule 41(a) may be protested and penalized; any penalty may be less than disqualification.” **This statement was deleted in the 2021-2024 RRS.**



# Fall Series Standings

HSA 2024 Fall Series  
 Hueston Sailing Association  
 Updated September 15, 2024

# One Race to Go! Competition Tight

## Handicap Fleet

Results as of 6:39 on September 16, 2024

### Overall

Sailed: 12, Discards: 5, To count: 7, Rating system: USPN, Entries: 24, Scoring system: Appendix A

Rank	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	Total	Net
1st	Laura Peters	(25 DNC)	(25 DNC)	(3)	2	1	1	(25 DNC)	(25 DNC)	2	1	1	1			112	9
2nd	Brian Callahan	2	1	2	1	(25 DNC)	(25 DNC)	1	1	(25 DNC)	(25 DNC)	(3)	2			113	10
3rd	Dominiek Everaet	(5)	(3)	(5)	3	2	2	2	2	1	2	(25 DNC)	(25 DNC)			77	14
4th	Jerry Brewster	1	2	(6)	5	3	3	(8)	(7)	3	3	(25 DNC)	(25 DNC)			91	20
5th	Bob Fletcher	(7)	7	(25 DNC)	(25 DNC)	4	4	3	5	(25 DNC)	(25 DNC)	4	4			138	31
6th	Jackie Guntle	6	5	(25 DNC)	(25 DNC)	6	6	7	(8)	4	4	(25 DNC)	(25 DNC)			146	38
7th	Diane Pierok	3	6	(8)	8	(25 DNC)	(25 DNC)	6	6	6	6	(25 DNC)	(25 DNC)			149	41
8th	Bob Taylor	(10)	8	10	10	5	5	9	9	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)			166	56
9th	Joe Fulford	9	11	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	7	8	5	5			195	70
10th	Bill Molleran	(25 DNC)	(25 DNC)	1	4	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC	2	3			210	85
11th	Lauren Anderson	8	12	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	4	4	(25 DNC)	25 DNC	25 DNC	25 DNC			228	103
12th	Noah Everaet	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	10	10	25 DNC	25 DNC	6	6			232	107
13th	Stephen Cook	11	13	4	6	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC			234	109
14th	Amy Marks	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	5	3	25 DNC	25 DNC	25 DNC	25 DNC			258	133
15th	Tom Morgan	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC	5	5	25 DNC	25 DNC			260	135
16th	Mike Wier	4	9	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC	25 DNC	25 DNC			263	138
17th	Michel Bourgeois	(25 DNC)	(25 DNC)	7	7	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC	25 DNC	25 DNC			264	139
18th	Doug Hansen	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC	8	7	25 DNC	25 DNC			265	140
19th	Scott Eversole	12	4	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC	25 DNC	25 DNC			266	141
20th	Curt Donahue	(25 DNC)	(25 DNC)	9	9	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC	25 DNC	25 DNC			268	143
21st	Lilly Anderson	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	11	11	25 DNC	25 DNC	25 DNC	25 DNC			272	147
22nd	Brendan Draper	13	10	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC	25 DNC	25 DNC			273	148
23rd	Leda Anderson	15	14	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC	25 DNC	25 DNC			279	154
24th	Dave Parrott	14	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	(25 DNC)	25 DNC	25 DNC	25 DNC	25 DNC	25 DNC	25 DNC			289	164

## Catamaran Fleet

Sailed: 6, Discards: 1, To count: 5, Rating system: USPN, Entries: 3, Scoring system: Appendix A

Rank	Sail No.	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total	Net	Notes
1st	71130	Don Fecher	(1)	1	1	1	1	1					6	5	Hobie 16
2nd	51937	Kevin DeArmon	(4 DNC)	4 DNC	4 DNC	4 DNC	2	2					20	16	Hobie 16
3rd	Striped	Guy Hemmer	2	2	(4 DNC)	4 DNC	4 DNC	4 DNC					20	16	Prindle 16

## Y-Flyer Fleet

Sailed: 12, Discards: 5, To count: 7, Rating system: SBR, Entries: 10, Scoring system: Appendix A

Rank	Sail No.	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	Total	Net
1st	2702	Pete Peters	Rose Schultz	(2)	1	1	(2)	1	1	(3)	2	(11 DNC)	(11 DNC)	1	1			37	8
2nd	2740	Mike Stratton	Them	(4)	(2)	(3)	1	2	(5)	1	1	2	2	(3)	2			28	11
3rd	2699	Roger Henthorn	Bobbie Bode	1	(4)	2	(3)	(4)	(4)	2	(3)	1	1	2	3			30	12
4th	2731	Charlie DeArmon	Amy Marks	3	3	(11 DNC)	(11 DNC)	(11 DNC)	(11 DNC)	(11 DNC)	11 DNC	11 DNC	11 DNC	4	4			102	47
5th	2537	Eric Anderson	Leda Anderson	(11 DNC)	(11 DNC)	(11 DNC)	(11 DNC)	3	3	5	5	(11 DNC)	11 DNC	11 DNC	11 DNC			104	49
6th	2534	Phil Robertson	Landon Robertson	(11 DNC)	(11 DNC)	(11 DNC)	(11 DNC)	5	2	(11 DNC)	11 DNC	11 DNC	11 DNC	11 DNC	11 DNC			117	62
7th	2676	Brett Hart	Maggie Hart	(11 DNC)	(11 DNC)	(11 DNC)	(11 DNC)	(11 DNC)	11 DNC	4	4	11 DNC	11 DNC	11 DNC	11 DNC			118	63
8th	2592	Scott Eversole	Makenna	(11 DNC)	(11 DNC)	4	4	(11 DNC)	(11 DNC)	(11 DNC)	11 DNC	11 DNC	11 DNC	11 DNC	11 DNC			118	63
9th	2384	Curt Donahue		(11 DNC)	(11 DNC)	(11 DNC)	(11 DNC)	6	6	(11 DNC)	11 DNC	11 DNC	11 DNC	11 DNC	11 DNC			122	67
10th	2380	David Parrott	Dane Warner	(11 DNC)	(11 DNC)	(11 DNC)	(11 DNC)	7	7	(11 DNC)	11 DNC	11 DNC	11 DNC	11 DNC	11 DNC			124	69

## Boats for Sale... (Club Evaluation or Endorsement Not Implied. Caveat Emptor)

HSA has a healthy community of sailors looking to sell or buy boats. Some sailors move up to more complex boats while others are simplifying their lives or changing fleets. Our webmaster is always happy to post a note on our "bulletin board" for you at this link: [www.huestonsailing.com/HSA\\_Bulletin.html](http://www.huestonsailing.com/HSA_Bulletin.html) but in this issue we have some "learner" boats for sale! Jim Owens also has a handsome Melges 16 for sale.



### Capri-14:

- One is for sale and the asking price is \$1,300, as is, according to Jerry Brewster
- The sails, rudder, cover, trailer, and related equipment comes with the boat
- If the buyer is not an HSA member, the boat is to be removed from the dry moorage area within a week after purchase

### Sunfish:

- Now only one is left for sale and the asking price is \$400, as is, according to Bill Molleran
- Equipment: wooden daggerboard, wooden rudder, and rig with a recreational sail
- Does not include a trailer or dolly, nor a racing board, racing sail, sail bag, or boat cover
- If the buyer is not an HSA member, the boat is to be removed from the dry moorage area within a week after purchase



A 1969 Melges M-16 Scow one-design is also for sale and parked in HSA's dry moorage for your inspection. This unique racing boat has dual retractable "bilgeboards" and dual rudders.

When sailing, the windward bilgeboard is retracted into the hull, so that it produces no drag. The leeward foil counters the lateral force of the sail. The bilgeboards are angled out so that as the boat heels they become more vertical, providing the greatest possible side force. Like a centerboard, the bilgeboard can be used as a recovery platform upon which to stand in the event the boat capsizes. It is just a clever boat all around.

The M-Scow, as it is also known, is fast and nimble and usually sails with a crew of two. Boat and trailer are restored with an all new teak splash rail and mahogany tillers. Jib and main sails in good shape and ready to go. Contact Jim Owens at 513-four six two-6305 or [jim.owens606@gmail.com](mailto:jim.owens606@gmail.com): Asking \$3,500

