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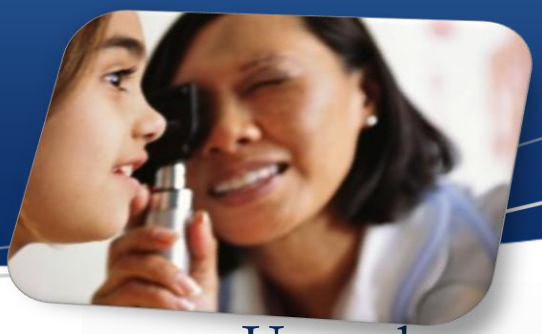
Acton Action

Hueston Sailing Association

The Sunfish Issue

Inside, Sunfish champion Eduardo Cordero tells you how to rig a Sunfish. Then we sail upwind with Cordero who gives you pointers on how to point.



First Sunfish Sunday Is Here; Singlehanded Sailors Begin Quest for Trophies

After three Sundays of less than desirable weather, the sunshine and wind have arrived together on a weekend for the first time in the 2013 season.

In fact the weather was so bad last Sunday that those who actually made the trip to the lake decided it was not worth it and quietly went home. The forecast this week? Temperatures in the low 80's, low humidity, and wind at around 8-10 mph.

The Sunfish fleet will kick off their Singlehanded Series with racing beginning at 1:30. If you plan on using an HSA Sunfish, get your request in early. There are three boats available. Afterwards, food and drink will be provided as we deconstruct the afternoon.

Want to get your boat ready? We have some tips on telltales, rigging, and sailing upwind. First, the tells!

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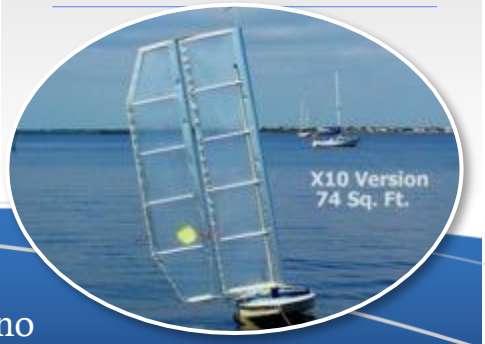
Up and coming!

May 26-27	Memorial Day Weekend at the lake! Four races; potluck dinner Sunday! Separate Junior starts.
June 2	4th Weekend of Racing in the Spring Series
June 8-9	Learn to Sail's 8th Annual School. Skippers mark your calendar.

What's this? The latest in Sunfish technology. Ready for the wing sail?



Eduardo's favorite quote: "Do or do not. There is no try." Yoda, *The Empire Strikes Back*

Got Race Committee? Here Are the Dates and Assignments

This Weekend: Sunfish Series #1: Roger Henthorn, chair; Pete Peters and Bobbie Bode

May 26-27 Memorial Day Weekend: Chuck Smith, chair; Laura Beebe

June 2- 4th Spring: Charlie DeArmon, chair; Ryan Servizzi and Brendan Draper

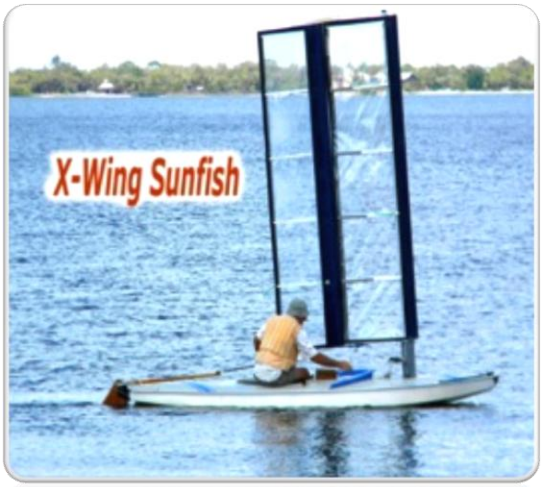
June 16 - 5th Spring: Charlie Buchert, chair; Bill Molleran

June 23 InterFleet Championship; Jerry Callahan, chair; John Shipley

June 30 - 6th Spring: Jim Mossman, chair; Ryan Servizzi

July 4 and 7 - Fourth of July Weekend Series: Pete Peters, chair; John Shipley

July 14 - Sunfish Series #2: Charlie DeArmon, chair; Dave Munday, Laura Beebe, and Bobbie Bode



America's Cup Wing Sail Comes to Your Lake

Yes, now you too can have your own wing sail on a Sunfish, Hobie Bravo, or a Laser. It isn't as pretty as a traditional sail, but what is pretty when you can be faster. Or so the reasoning goes. More on page 6

Our house is a very, very fine house. But it needs a paint job to cover the primed wood.

Barn. Must. Have. Paint.

Pete and them are painting the two barns recently erected near the boat racks and the marina. One of the barns is for our use; the other is for the marina. If you have some time Saturday, May 18 and would like to help, give Pete a call at 513-939-7015 and let him know. He can tell you if they still need paint crew, when and where to meet, and what to bring.

Pete, Rose and George Schultz, and Jerry Callahan have been busy building shelves and cubbies for equipment, so the inside is coming along nicely.

How to Rig a Sunfish with Eduardo Cordero

Eduardo Cordero is one of the most successful Sunfish racers in the world. The Spanish born 40 year old Venezuelan has won more national and international competitions than just about anyone. Visit his blog at http://my2fish.wordpress.com/tag/eduardo-cordero/ There you will find videos and links to other sites about racing.

Halyard location:

106"-107" measured upwards on the upper spar starting at the point where the black cap meets the upper spar on the bottom. Lowering halyard location raises the height of the boom above the deck. This adds power to the sail. Increasing the distance from the bottom to the halyard location will do the opposite. Make sure the line does not slip. Apply electrical tape on top of it.
* In light air, do not over tighten the halyard because it may cause the mast to twist.

Head location:

Measure 160" on the upper spar starting at the point where the black cap meets the spar on the bottom and tie the head of the sail in this position. Keep the luff loose, so you have power for sailing downwind, especially in light air.
Gooseneck: You can set the gooseneck between 12" and 22" but I recommend starting at 14" or 16" from the point where the black cap meets the boom at the front.

- Locate Outhaul Cleat on starboard side of the boom at 64" (from the front of cleat to where the front end cap meets the spar.)
- Locate Cunningham cleat on bottom of the boom at 41" (from the front of the cleat to where front the end cap meets the spar.)

Aluminum cleats with roller fairlead work better. Use a thimble where you tie the loops on both controls, so it makes the line running smoother. Spray Mclube or dry lubricant on the spars. Do not spray Mclube on the gooseneck area (boom and mast)

Lines

Mainsheet: 33 feet of ¼ for light air or 5/16 for medium/heavy wind. 5/16 will be better as all-purpose line. (Polypropylene line with spectra core. e.g. Yale light, rooster ropes, or ultra light Samson.) My choice; ¼ rooster ropes. Don't use polyester or Dacron lines. They are heavier and soak a lot of water.

Halyard: 24 feet of 3/16" or 1/8" spectra 100% (AmSteel 12 – Samson) or any line with polyester cover and spectra or dynema core. …My choice would be 1/8 spectra, but it's very skinny, so it's hard to tighten.

Outhaul: 25 feet of 7/64'' spectra or dynema line (AmSteel 12 – Samson)
Cunningham: 15 feet of 7/64'' spectra or dynema line (AmSteel 12 – Samson)

Replace sail clips with the 1,75 mm or 2,5 mm 100% spectra line. Leave 1/16" or more of a gap between the spars and the sail grommets. Leave a bigger gap where the halyard is tied on the upper spar. Use longer sail ties (twice around the spars) on the clew tie-down, head, Cunningham grommet and tack.

* Important: Replace supplied tiller extension with a longer one (about 42 inches)

Continued from page 1

Getting Your Sunfish Ready: The Telltales

Telltales are an important part of your race preparation. A much overlooked location is the top of your upper spar. There are a great many ways to attach one, but the mistake some often make is to sail without one at all.

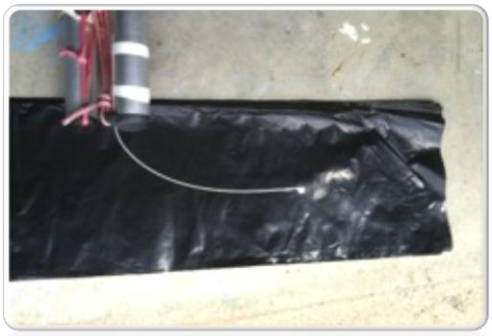
Here's what I do. Find a 10-12 inch long nylon zip tie and tape the pointed end to the end of the upper spar with white electrical or plastic tape after feeding it through the space in the endcap. (White tape will not leave the residue that is often left by black electrical tape.)

Then tie a narrow 12-14 inch piece of sailcloth, yarn, or cassette tape to the other end of the nylon tie. Since the nylon tie is flexible, it will always bend aft in the wind and let your telltale stream free instead of getting tangled around a wire or rod. It is also flexible enough to store in your sail bag so you don't have to remove it and put it back on every time you sail or stow it away.

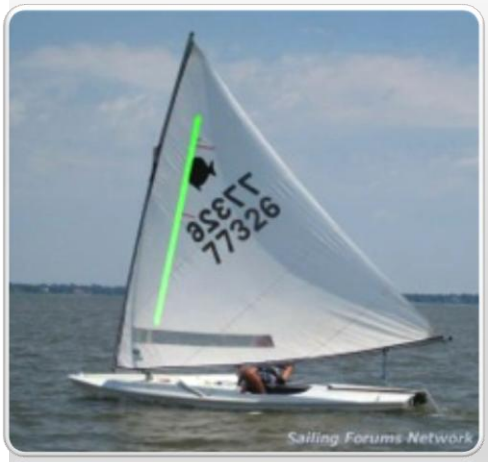
Knowing where the wind is in light or medium air downwind is critical to sail trim. You can gain or lose a lot just by having or not having an indicator for the wind aloft.

What about when you are beating to windward or reaching? Here you need telltales and as far forward on your boat as possible. Most people make a simple set of telltales for upwind out of an inexpensive clamp (available at most hardware/lumber stores) that will attach to the upper spar about four feet up from the tack (the part of the sail closest to the deck forward). Attach a stiff wire (clothes hanger wire works) to the holes in the handles of clamp and then attach 8-10 inch yarn or cassette tape to each handle. (Red yarn for port; green for starboard, if you like)

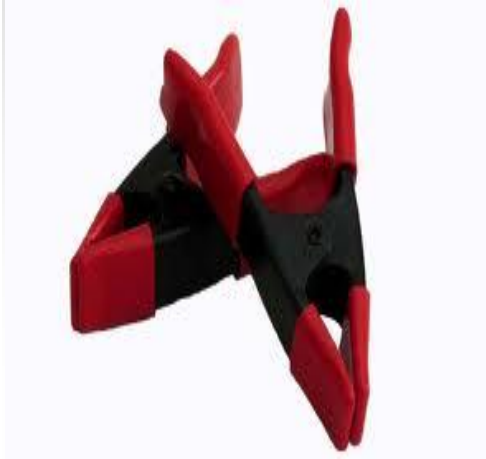
Finally, you should put telltales on the sail itself. Most recommend taping 3 sets of tells (one on each side) about 15" to 20" away from and parallel to the upper spar. When your sail is trimmed optimally upwind, the telltale on the windward side should stream straight back. The one on the leeward or back side should stall a bit. Use dark yarn or tape. It will show up better.



Tape nylon zip tie to end of upper spar for downwind tell.



Sail tells should be along the line indicated in green.



Wood clamps like these can turn into a cool telltale tool.

Sailing Upwind: Tips from Eduardo Cordero

First of all, consider the four (4) primary adjustments to your rig/sail as wind conditions change.

1) Mainsheet: Adjusts sail's power; increases or decreases sail's angle of attack.
2) Outhaul: Flattens the bottom of the sail.
3) Cunningham: Moves the draft forward
4) Gooseneck: Balances weather helm.

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1) UPWIND SAILING

1.1 Light Air:

Mainsheet tension determines sail shape and/or power.
- Be mindful of over trimming the mainsheet. Tight trim will flatten the sail and tighten the leech; help pointing but stall much more quickly.
- Make sure the leech stays open enough to "breath for speed" when needed.
- The outhaul and Cunningham are fine adjustments of sail shape
- For maximum power, ease both the Cunningham and outhaul.
- For flat water, you can apply tension to the outhaul to point higher.
- For choppy conditions, ease for power.

Heel the boat to leeward to promote weather helm. Set gooseneck around 14-16 inches.
Sit forward to lift the stern of the boat but be aware of your own weight; you don't want the bow to dip under water.

1.2 Medium Air :

Apply maximum tension on the mainsheet. If you have trouble pointing, mainsheet tension might be needed. Both Cunningham and outhaul are adjusted according to wind strength and waves.
- More tension on the outhaul than on the Cunningham if sailing in flat water.
- More tension on the Cunningham than on the outhaul if sailing in choppy water.

Boat Heel/ Trim
Keep the boat flat (Hike first, then think sail controls for de-powering)
If the if the boat heels, it will create weather helm. Remember that you can balance your boat (decrease weather helm) by moving the gooseneck back.
Use more Boom-vang if you have to ease the mainsheet when the waves cause the boat to loose speed. Vang is the best way to: .

1) Keep tension on the leech.

2) Keep the sail flat by pre-bending the spars.

Always FOOT for Speed

- if the waves are high. Pinching will reduce boat speed, and speed generates lift

– in fresh breeze the net effective lift is favorable

Flat water: Sit forward or about 1 or 2 inches from the cockpit's forward edge.
If it choppy, sit back to lift the bow until you feel confident about both helm and boatspeed. The sunfish hull is very low above the water, so at this point avoid dipping. Torque body fore and aft according to the waves.

1.3 Heavy Air :

Trim mainsheet according to puffs.
- The lighter you are, the more you have to "feather" the sail (or helm) to keep helm (and heeling) under control. Pull outhaul, cunningham and boom-vang tight to de-power the rig

Adjust gooseneck according to your body weight (around 19-20 to 22 inches).

- If you are using a "Jens rig", you can set the gooseneck to 17-18 inches.

NOTE: Keep in mind the asymmetrical sail.
- You can always trim the mainsheet harder on port tack (medium & heavy wind).
- On starboard, be aware how much mainsheet tension you have, especially in heavy wind.
- The boat sails faster on starboard tack in light air, but since the sail is fuller, it is more difficult to control in heavy wind.
  - o The opposite is true when sailing in port tack.
  - o Hike real hard to keep the boat flat>> in flat water sit around 3 inches from the forward edge of the cockpit. Move further back in choppy water.

Buffalo Wild Wings?

When the America's Cup went to wing sail and left behind the standard "soft" sail, some people began thinking about adapting the design to other boats, like dinghies.

The result, after two years of designing and testing, the X wing is here and you can have one. The complete kit is about a $1000 but you can get three different plans for under $200.

The designers say "A wing sail is much more efficient than a standard fabric "soft" sail. **A Wingsail system @60 ft\2** is expected to be faster than the standard sail in winds above 10 knots. Likewise a Wingsail **@74 ft\2** is expected to be faster in all wind conditions. And in very light air the wing can move you while the standard sail cannot."