

## May 2005

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### Harbor 20 Class Association Officers

Class President - Tom Schock,  
(pro tem)

Past President – Lee Sutherland

Secretary – Win Fuller

Measurer – Bob Yates

Treasurer – J.K. Leason

Webmaster – Ross Watanabe

Class Roster – Anna F. Parker

News Editor - Judy Weightman

### Directors

Rob Gilliland

Ralph Rodheim

<http://www.harbor20.org>

### Fleet 1 Newport Harbor Officers

Fleet Captain – Glyn Davies

Immediate Past Fleet Captain

Phil Ramser

Secretary – James Douglas

Social Secretary – Kathy Sangster

### Directors

Andy Binkerd

George Drayton

Jim Kerrigan

### Fleet 2 San Diego Officers

Fleet Captain/Measurer –

Rob Gilliland

Secretary – Peter McRae

Treasurer – Steve Dechant

### Directors

Bill Fallon

Mike Hardisty

Dick O'Brian

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### From the Fleet 1 Captain Glyn Davies

Andrew Kerr visited from Seattle on Saturday April 9<sup>th</sup> to conduct a sailing clinic for Harbor 20s at NHYC. We thank Phyllis

and George Drayton for providing accommodation. The day was windy and the turn out of 12 boats and 30 sailors, including Fleet 2 visitors and some Boy Scouts from the Sea Base, made for an interesting experience

We started with a classroom discussion on situations commonly encountered on the race course. The Racing Rules of Sailing and tactics as they apply to starting, obstructions, windward and leeward mark rounding were the principal topics. Many race situations were covered and there was a lively interchange of questions and answers.

After a light lunch we ventured out on the water with Judy Weightman and Ted Munroe manning the RC boat and George Drayton and Andy Kerr in the whaler. Mark Gaudio moved between boats acting as an extra coach.

Each race consisted of a dummy start with boats returning for a further real start. A total of 14 starts were achieved with some minor boat collisions and some very near misses causing a little excitement.

The day concluded with a return to the classroom for a postmortem of the day's activities. We hope all of the attendees learned a lot of new things during the day and, more importantly, that they remember them!

Speaking of racing, I recently sent an email asking for volunteers for some light **Race Committee duties at NHYC**. I received 13 responses. Anyone else who cares to volunteer to move us off the unlucky number please email me at

gdavies@mindspring.com.

### From Jim Kerrigan

Windward Mark Rounding aka  
(You Believe in the Tooth Fairy?)

I was asked to write an article about rounding the windward mark. As a chronic believer that good fortune will somehow help me out when I come in on port tack, this is like asking Goofy to fix your computer. But here goes...

The best and safest course to weather is normally not to bang a corner and guess at the layline; rather it's to tack once or twice along the way, and decide where to tack, carefully watching for any boats on starboard. Once tacked on starboard, you watch for port boats, try to keep your air clear, and lay the mark. Overstanding a bit is smart.

The advantage of this approach is that it's safe. The risk is there that if your distance is too far, and other boats come across and tack on you, you may get covered, not lay the mark and have to tack. You may lose speed if covered, and have a very slow rounding.

The Tooth Fairy rounding is to come in on port, right at the mark. Generally, you'll have nice clear air, but you have to watch boats that are rounding the mark because they'll usually have the right of way. When you are about six to eight boat lengths from the mark, you begin to chant to the Tooth Fairy for help, and you have a big decision. Do I have room among all the boats on starboard to tack and get around the mark? Under them? If you think your odds are 50-50 then you are likely dealing with 10% yes, 90% no

because the Tooth Fairy doesn't listen to dumb pleas for help.

If you bear off **outside** the two-boat circle, you have to find a place to tack over to starboard among all the starboard tack boats, not fouling them by tacking too close. You then get in line and try to keep boat speed up. If you're successful, you find a space three to five boat lengths from the mark, flop over, and round. This is the best rounding in almost every case.

If you're aggressive, you can come to the mark and tack within the two-boat circle, in front of savage and yelling starboard boats, and gracefully turn around the mark ahead of all of them. If the Tooth Fairy is on your side. **But the stickler is Rule 18.3.** In order to pull off this move, you have to tack under the screaming starboard boats and not foul them. What does 18.3 require? If the starboard tack boat has overstood the mark and is reaching off, you may have luck on your side. Rule 18.3 says, "The boat that tacked [within the two-boat circle]... shall not cause the other boat to sail above closehauled to avoid her..." The trick here is timing and distance. The trick is the tack. **Your are not tacked and on course until your boat has gone past head to wind AND you are closehauled.**

The starboard tacker doesn't have to give you room **while** you're tacking but once you are closehauled, it has to luff up to closehauled. You have rights then. This doesn't happen too often. I've seen heroic roundings, and I've been responsible for banging into boats and marks. It's best not to practice this rounding in big regattas, either.

website:

<http://www.sdyc.org/raceinfo/yachtimgcup/index.htm>



**Harbor 20 Clinic - Andrew Kerr, Mark Gaudio, and George Drayton's back!**

### **Might has Right**

As excerpted from the ColRegs by Glyn Davies - which might explain why the party boat skippers think they have right of way over mere sailboats.

*9 (b) A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.*

*9 (d) A vessel shall not cross a narrow passage or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.*

*34 (d) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. This signal may be supplemented by at least five short and rapid flashes.*

From Ross Watanabe, Webmaster

For those of you who have "old" race sails cluttering up your garage and can use a tax deduction, the Sea Scouts would welcome donations of used Harbor 20 sails for their boats. Contact David O'Hara ([daveo@ocbsa.org](mailto:daveo@ocbsa.org)) to donate or for more information.

For those of you who are tired of going down to your boat just to pump it out, the factory has put together a bilge pump retrofit kit for \$96.88, consisting of installation instructions and the following:

- Automatic float switch
  - Check valve
  - Hose clamps
  - Screws
  - Butt connectors
  - Heat shrink sleeves
- Contact Carol with the W.D. Schock Corp. at (951)277-3377 to order.

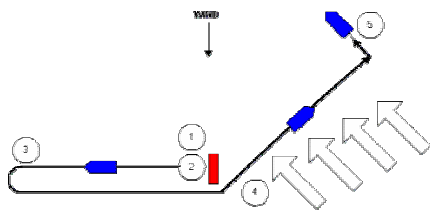


**Clinic before the start**



**Clinic practice starts**

**Rabbit Starts for Goof Offs**



And they're off....Clinic Photo.

**THE NAUTICAL MUSEUM TO HOST THE "STARS & STRIPES REGATTA" ON JUNE 11<sup>TH</sup>**

By Ted Munroe

A record number of Harbor 20's are expected on the starting line off the Nautical Museum docks on Saturday, June 11th at 1 PM.

Anticipated race entries are larger than ever this year. The event is to not only offer the excitement of racing Harbor 20's, but each boat may also offer unusual décors in the spirit of the "Stars & Stripes Regatta" racing.

With Flag Day just three days away, no doubt every entry will be flying a US Flag with skippers and crew dressed in red white and blue. Many racers will have music playing with perhaps "Stars & Stripes Forever", a marching song, being heard throughout the bay. Some of the music may be provided by actual instruments onboard. Small imaginative toys may be seen towed behind others. The creativity of the sailors will be on display that day.

Shortly after the race the Nautical Museum will host a reception, trophy presentation, and

dinner. The champions for 2005 are to be named with names engraved on the Harbor 20 half model permanently mounted in the Museum. Other finishers and those deserving of unique awards will be presented with their prizes. There will be Class A, Class B, and Novice Class who may not choose to race or who may be first time racers.

Entries in the regatta can be made through the Nautical Museum website NNM.org, or from the entry forms to be mailed to all Harbor 20 owners. All skippers, crew and guests as well as interested members of the museum are invited to the reception and dinner to begin at 4:00 PM that day. Reservations for extra persons should be made by calling the museum 949 673-7863. Two members of each boat are automatically paid for with the entry fee.



**Harbor 20 Fleet 1 2005 Race Calendar**

May

Sun 15

**Leukemia Cup Fund Raiser**

BCYC 11 am

Sun 22

**Loren Weiss Memorial #3**

BCYC 12 pm

June

Sat 11

**Nautical Museum Event (Flag Day)\***

NHNM 1 pm

July

Sun 24

**Summer Rally/Party \***

LIYC 1 pm

August

**Harbor 20 Mid-Summer Regatta**

BYC

Saturday August 5, 2005

September

Sun 18

**Fall Gold Cup**

NHYC 1 pm

**Harbor 20 Championship Tune-up Regatta**

BCYC

Saturday September 24, 2005

October

Sat-Sun 1-2

**Fleet 1 Championships**

NHYC 1 pm

Sat 22

**Winter Series #1**

NHYC 1 pm

November

Sat 5

**Sunkist Series #1 CHOC regatta**

BYC 1 pm

Sat 12

**Winter Series #2**

NHYC 1 pm

December

Sat 3

**Sunkist Series #2 Inside**

BYC 1 pm

Sun 4

**Ken Davis Regatta**

NHYC 1 pm

Sat 17

**Winter Series #3**

NHYC 1 pm

\*\*\* Start times (and even dates) may change. Check with the sponsoring yacht club.

1st and 3rd Thursday of each month Sept thru November

## Evening Series

### ALYC Sundowner Series

Mondays May 2 thru  
Sept 19

### BCYC Finally Friday

Fridays June 3 thru  
Aug. 26

### BYC Inside Twilights

Wednesdays May 18 thru  
Aug. 31

### BYC Beercans

Thursdays May 26 thru  
Sept. 1

### LIYC BBQ Series

Fridays June 3 thru  
Aug. 19

### NHYC H20 Twilights

Tuesday July 5 thru  
Aug. 30

### NHYC Twilights

Thursday June 9 thru  
Aug. 25

## Goof-offs

### Spring

1st and 3rd Thursday of each month February thru May

### Fall

## NOTES

1. All races on the calendar except for Evening series, Goof-offs and races indicated by an “ \* ” count for **High Point** and **Rain or Shine** trophies.

2. The **High Point** trophies will be awarded to the A and B fleet skippers (not the boat) who have the best total score between consecutive Fleet Championship Series in their respective fleets. This total score is computed by discarding their worst one-third scores including DNS's. Any ties will be broken according to A8 of the RRS.

3. The **Rain or Shine** trophy will be awarded to the A or B fleet skipper (not the boat) who races in the greatest number of High Point races between consecutive Fleet Championship Series. Any ties will be broken according to A8 of the RRS.

4. Always check Your **Notice of Race** and **Sailing Instructions** for locations and start times of races.