

November 2005

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

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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

2006 Fleet Officers

A nominating committee including Glyn Davies, Lee Sutherland, Phil Ramser, and Tom Schock is busy putting together a slate of officers for next year. They will share the list soon so the new

officers can be elected during the Annual Meeting portion of this year's holiday party on December 4 – see flyer.

First Annual Harbor 20 Class Championship

2004 Fleet 1 Champions Mark Gaudio and Jamie Douglas (*Sunday Driver* #101) won the First Annual Harbor 20 Class Championship sailed at Newport Harbor Yacht Club on October 1 & 2, 2005. Saturday produced light and variable SW conditions that persisted throughout the day for the 32 entrants including participants from fleets in Marblehead MA, Hilton Head SC, and San Diego CA. Chris Allen and Steve Schupak (*Zephyr* #151) built a three point lead in the A fleet with a solid 1-2-1-2 over *Sunday Driver* followed by Ted Munroe and Jamie Hardenbergh (*HMS Second Wind* #15) in third place. In the B Fleet, Helen and Warren Duncan (*Idrios* #34) built an sizeable 6 point cushion in the fluky breeze over Jim Jordan & Daniel Geissmann (*Wasabi* #158). Jeff and Susan Gordon (*Tres Unos* #111) were in third position by day's end.

The party on Saturday evening was well attended and we owe Terry Gloege a vote of thanks for organizing it - Thanks Terry! We started off on the NHYC East dock using Terry and Tom's power boats as base with Terry supplying the wine and drinks. When we got to the stage that someone was likely to fall in the water we moved up to the Chart Room for a sit down meal. The barbecue was set up outside and besides appetizers and dessert, a selection of

hamburgers or chicken was available. The Class President introduced the out of town visitors to the assembled host and we enjoyed the dinner together.

On Sunday, racing was postponed some 40 minutes by P.R.O. John Drayton to allow for stronger breeze. The gambit paid dividends with a stronger Westerly influence building into the afternoon. Team *Sunday Driver* came out and turned a 3 point deficit into a 17 point victory to finish the regatta with a 4-1-3-1-2-2-2 record. *Zephyr* placed second in the A Class Championship with Tom and Jane Schock (*Rebel* #206) placing third. In the B Fleet, *Idrios* held on to defeat *Tres Unos* by 1 point for the regatta 25 to 26. Third place in the B Class Championship went to John Whitney & Mary Whitney (*Fun-D* #130). For complete results: www.nhyc.org

On of the nicest features of our first World Championship was the participation of other fleets. Gary Gleason of Fleet 3 in Hilton Head Island, South Carolina, skippered Jim Carstensen's Harbor 20 #225, and Jim crewed. Jamie Seppala, Harold Gunderson, and Robert & Elaine Smith came out from Marblehead, Massachusetts. Jamie and Robert sailed together in Gordon Mann's #218. And Harold sailed with Bill Fallon, who came up from San Diego to represent Fleet 2. It was wonderful to have them join us! Each of the "outta towners" stayed with local fleet members. Thanks to Win & Carlita Fuller, Bob & Ellie Yates, Gwen & Glyn Davies, and Tom & Jane Schock for being such terrific hosts!

An Interview with our champion!

Bob Yates: “I am going to be interviewing Mark Gaudio, the Harbor 20 Class and Fleet Champion for 2005 and also the Fleet Champion for 2004. Mark’s a very accomplished sailor and he has won 23 class championships in a wide variety of boats and has proven his skills time and time again. Mark has shown an ability to win big races where us poor mortals are struggling to survive. Mark is going to answer questions regarding things that helped him to win and most specifically helped him to win the Harbor 20 championship that was sailed last month.”

Mark Gaudio: “Yes I am.”

“First questions, how do you set up your boat prior to a championship series? Is there anything out of the ordinary that differentiates from other well-prepared boats in the regatta?”

“We do a practice regatta the week before and the last two years the boat seemed to be moving well during that practice regatta, so for two years now we haven’t changed anything. Basically I make sure the week before that the rig is straight, both port and starboard tack. The boat has been used the entire summer so I did have my concerns. As far as the boat prep, my party-owner/crew Jaime Douglas met his primary goal – he does the obvious, pumps the water out of the bilge, keeps the boat clean, and that’s pretty much it.”

“You mention cleanliness I am sure you are referring to the bottom of your boat. How often do you have the bottom cleaned?”

“He has it cleaned I believe once a week, whether it gets used or not and I know for sure he has it done every Friday before a major series.”

“You mentioned keeping your rig straight. I presume this is a shroud adjustment on your mast that you are talking about or are there other things involved?”

“Not all the extrusions can be tuned perfectly straight we found, so what we basically do is tighten the uppers to get the mast perfectly in the middle of the boat, side to side, that’s critical, but also as straight as I can get it. Then I would use the inners of lowers to keep the mast in column. The lowers are five on a Louge gauge, five numbers looser, give or take, than the uppers are. Basically we are just looking for the mast to be straight in the middle of the boat and straight from side to side and there’s very little movement. The Harbor 20 has a very tight rig.”

“What are your priorities during the starting sequence?”

I wrote down here SAFETY FIRST. I want to talk a little about this. I have a method by which I do nearly the same, try to repeat myself for little regattas or big regattas, so when the big regattas come up I’m not doing one thing that is out of the ordinary so I’ll forget. Basically, I try to ascertain, off the line, where the first puff of shift is going to come from, which direction, and I ascertain that by doing some windshots before the race, going head to wind, we tack the boat back occasionally. We don’t have a huge problem with that in Newport, but it’s a free option so I like to do that a lot and basically what we’re trying to do is stay away from major disasters and that’s what I meant by safety first. Both Jaime and I have a set of things that I would encourage competitors to do. They may do things in a different order, but you want to find a routine that works with the skipper talking to the crew, trying to access where you think what side of the wedge you want to go to and adjust your priorities accordingly.”

You mentioned safety first, Mark. Can I go back to that? What are unsafe things that you try to avoid out there? What are disasters that can happen to Harbor 20 sailors on the starting line?”

If I ascertain that there are too many boats around me the last 30 seconds, or boats creeping up to leeward that are going to hood me out of the start, or I won’t be able to put

my bow down for speed, or if I see some boats barging that I think are going to be rafted up with me at the start – these are all unsafe. You can’t always avoid these series of events, but I try to ascertain early. I would rather bail out and start at the unfavored end of the line last but at least be moving than end up rafted with one if not multiple boats. So I am trying continually to stay away from potential disasters like that. Sometimes they happen and there’s nothing you can do about it, but if you can recognize it early you can adjust your game accordingly.”

“Mark, your finishes are extremely consistent. You don’t win every race, but you are always second. I don’t think ever worse than third. How do you keep this consistency up, even though you may get a bad start or be pushed at the starting point?”

“That’s a very good question. You know yacht racing is like a methodical chess game with a little bit of backgammon thrown in there. You don’t ever know the moves of others and you don’t ever know precisely what the wind is going to do, but if you do it often enough you will get a knack to be able to anticipate not only the wind but the moves of others. So when I get back, I try to put myself in the shoes of the people in front of me and think what they would do, what the “rational” person would do – and that doesn’t always work perfectly either because people get to do what they want out there! But basically by trying to anticipate what the leaders are going to be doing, I’ll shade a side of the course, get a little bit of extra leverage to open my lane up and I don’t try to pass the fleet in one fell swoop but try methodically to put myself in a position as I approach the better competitors especially where the placement in our boat will not allow them to do the number one priority or their number one objective. It’s not so much about us doing the right thing., It’s about eliminating them from doing the right thing, if that makes any sense. Or maybe not the right thing, but the

best thing. So what I try to do is keep my options open and when I get close to a competitor, by anticipating what the good move is, I try to place my boat in a situation where they get the next best choice and as I move through the fleet, our options and choice get better and better. It doesn't always work, but I try to have a game plan and stick with it. With yacht racing you have to be flexible!"

You mention the good moves. Can you give us an example of a good move and a counter to that?"

"When I say a good move I mean those high odds moves that I have learned over the years that are pretty safe and will generally work. An example, if I know that the right-hand course is favored early and I'm back of it, I'll sample the median left side for clear air and although the top couple of boats are going to come out ahead if they slow the boats near them down enough, I can possibly pass some of those slower boats and then get in position. I have an option or at least the hope of an option of trying to get closer to those first place boats. A low odds maneuver would be like if every single boat is aiming toward one direction you know that when they come out of there they are going to be slowing each other down. I'll look for situations like that and try to avoid them. Jamie helps me out quite a bit as I call the big dirt clods of competitors or damage control, so one of the things Jamie does is when we are up-wind is watch for big clusters of boats and then we try basically to avoid those. You can't always avoid them, but you try your best."

"How do you determine the best windward course and likewise the best leeward course considering the local conditions that exist in our bay?"

"Well, leverage and staying in clear air. What I mean by that is when you get bowowed in a competition and you have sailed the venue often enough, you get a feel for where the boat wants to be on the course at all times. When I say leverage, I try not

to take big leverage fliers to the extreme left or the extreme right-hand side of the course. Occasionally one must do this if there is not wind on the opposite of the course when it gets light and fluky, but we try to stay in touch with the competition and in clear air and its pretty basic. I've talked about tide of the Newport Bay, but we're sailing in that venue in the middle of the turning basin, basically up T,R, and down towards U. Unless there is an extreme tide where the water is moving quicker than average, I don't even pay attention. I do have a tide watch. When we dialed a little local series down by X that is where the tidal position, especially in a light wind, seems to be more of a factor. But never confuse pressure with tide. Generally if you stay in the windier portion of the course you will more than make up for any tidal loss. With regard to the local things, like if it's a right-handed westerly day, you might want to be to the right of your competition and conversely there are certain times when the wind is in a southeasterly situation where you might want to try to be to the left of the competition because the next puff is going to be from that southern phase, but I try not to worry about the local conditions. I just try to keep the boat in phase with the wind shifts and continue to stay in clear air."

"What adjustments do you make to the rig before and during the race?"

"To be perfectly frank, I have not made any adjustments to the rig in approximately a year and a half, so now that we have it pretty, I'm afraid to ease it and soften it up for the wider air conditions, which would probably be the best thing one could do but I'm concerned we won't be able to get it straight again. So we just leave it."

OK, so your rig is pretty tight?"

"Yes, I mean it's not...as I said, it hasn't moved. In a perfect world in breezier conditions you'd probably opt for a tighter rig and in softer conditions you'd probably opt for a softer rig, but my advice which

we have adopted fully is to get your mast straight and put it in a spot where you are comfortable and if your boat is going well I wouldn't worry any more about it."

"What about downhaul, outhaul both for the jib and the main. How about traveler and all that? Do you make any adjustments there or do you have a sweet spot that you have become accustomed to and like to sail the boat to?"

"Well, the traveler is an easy one unless it is nuking....which in Newport -it doesn't blow that hard to make it nuclear. I always set it as much as I can. In over 10 knots I go down about two inches on either side. If over 12, I go down about five inches on either side, but that doesn't happen too often. Traveler is pretty basic. Downhaul, I just look up at the main and - we're not moving things around all that much. We trim the sails, but as far as the Cunningham - we basically have that off till a little bit of breeze, anything like six to eight I'll have Jamie give it a little bit of a tug to get some of those speed wrinkles out. When it's very windy and you're looking to depower, you can put a couple or three or four inches off back stay and a little bit more cunningham. If the boat is still overpowered for you I would say strap the outhaul. It's really pretty basic. We adjust the sails and we try to keep the movement of our weight in the boat so the boat is continually sailing on its lines."

"OK, the next question. Mark, how do you rely on the crew? What are the primary things you want from a good crew when you are out there sailing?"

"In this particular case my crew is in charge of boat preparation and things of this nature and he helps me see competitors. If he sees something that is unusual he will let me know at that point in time. That could be several starboard tackers approaching. I'll let him know we are going to lay up underneath them. Or tell me how many are crossing, or [I'll say] we're going to start ducking right now. He helps me with the major

packs of boats as we are approaching and he helps me downwind by keeping a clear lane. I'll often ask him, 'Are the people behind us getting us?' He helps me out with that quite a bit and he's my sounding board downwind. Patience is wanted and just stay with the basic sailing skills and stand the pressure as best you can and try to keep a cool head."

"And that leads us to our final question. What differentiates your sailing skills from other experienced sailors in the class? I ask based on what we said earlier. You have 23 class or national championships. What skills have served you well in achieving that success?"

"Well, I have been fortunate enough to sail a lot of different boats and I try not ever to get stale. By jumping around from boat to boat it keeps it all more exciting and I have to rise to the occasion, if you will, on the specific dynamic of that boat. Of course, sailing a Harbor 20 is going to be a lot different from sailing a Lido 14. I'll draw an interesting parallel, which is NOT so parallel between the Harbor 20 and the Lido since that's where we're at. In the Lido, if you hit a light spot and you have a little bit of a shift, you are afforded the luxury of roll-tacking your way out of there because the boats have the dynamic of a dinghy where you can maneuver more readily. In a Harbor 20 it really takes more anticipation and it's a slow reaction. But if anything, it's a more tactical gain because if you're doing your job and everyone's going about the right speed, you really have to be keen once again on anticipation of not only staying in phase with the wind but staying in phase with your competitors. Over the years I have adopted this motto of trying to keep good information in my hard drive, meaning my mind. I try to draw one pearl of wisdom each time I go out. Try to draw one thing and keep it in that hard drive. It's important to do the right things, but if people out there can remember the disastrous things and try not to repeat mistakes, I think that will

serve a lot of folks better. It's easy to talk about doing the right stuff, but try not to be involved in doing disastrous things that we have learned time and time again. I would encourage sailors to think back through any log books they may have or memories or talk with peers and try to regain, if you will, those pearls of wisdom that you have learned from previous classes and try to apply those to sailing a Harbor 20.

I want to talk for just a minute on what a great sport sailing is. A lot of the kids I have been coaching lately – I've tried to let them know it's a lifetime sport. There's nothing wrong with swimming laps in a pool, competing, or running around a track, but in yacht racing, your target is continually moving. Each day's weather I different and I call this the snowflake effect. So there are no two yacht racing days or even sailing days for that matter that are identical and I'd just like to make everybody aware that the whole key, the whole goal is to have a smile on your face and stay in the sport because it's a great sport."

"Great. Thank you Mark."
"My pleasure!"

Editors note: Mark is an instructor and gives individual or group lessons on topics from mast tuning, boat speed, and positioning, to reading shift vs pressure changes, mark roundings, starts, and downwind, wing, or reach tactics. He can be reached at 949 280 2265 cell, 949 760 2663 home.

HARBOR 20s RACE IN CYC SMALL BOAT REGATTA

October 15 & 16, 2005

By Peter McRae



'Bout Time crossing the line in perfect trim at CYC Regatta in San Diego Bay

Skippers and crew of six (6) H20s assembled out on the Coronado Yacht Club Guest Dock (before the arrival of bakery treats) to hear Tom Schock share his experience and insight on "Tuning a Harbor 20". This was my 2nd such clinic, and, being a slow learner, proved invaluable to our upwind performance later in the day when all 6 sailboats converged at the start line for the 2005 CYC Fall One Design Small Boat Regatta.

Under changing skies, the wind was perfect for lively sailing conditions on both Saturday and Sunday, alternating between "white caps" choppy seas spraying the crews as we beat to windward in a stiff breeze, to good velocity over flat water that the South Bay is so much prized for. "TODO AZUL" raced by Bill and Matt Fallon (SWYC) demonstrated the most consistent performance, returning

from their 2004 regatta win to again take 1st Place overall.

Interestingly, the 5-race results indicate the regatta lead changed a number of times, as did the lead during races, as the competitive boats swapped placings. And Race 3 on Saturday ended with 3 boats finishing within 10 seconds of each other. TODO AZUL was pushed by 2nd Place "BOUT TIME" sailed by Mike Hardisty (CYC) and alternating crew Tom Schock and Dan Childers, and on more than 1 occasion "popped the bubbles" of either 'BOUT TIME, LADY LUCK or 3rd Place regatta finisher SHAMROCK VI, sailed by Dick Gervirtz (CYC).

My personal favorite race (and not just because the Race Committee was finally in synch with our understanding of the course) was Race 5 on Sunday, when on the second beat to windward in a good breeze, Ian and I were finally "putting together" Tom's clinic-inspired technique of "letting out the mainsheet in the puffs, bringing it in, in the lulls" and making ground on the fleet. Out of nowhere, a series of 5 following wake waves brought LADY LUCK onto a plane that took us a good 400+ yards away to windward from our closest competing boat! Even for a High School Laser sailor, it was an exhilarating rush, and just further demonstrates the wonderful performance characteristics of this beautiful boat.

Thanks are owed to Tom Schock for breaking away from his busy East Coast boat show and Schock 40 sea trials schedule to drive down to both present the H20 Clinic and race with us. And very exciting to see 6 H20s on the water, with the very real likelihood of at least 3-4 additional stalwart racing H20s joining us on the water in the near future. I hope you enjoyed the photo!

FLEET 3 HARBOR 20S

1st, 2nd, 3rd in Carolina Ocean Challenge Race
October 22 & 23, 2005

The Hilton Head Island H20 fleet finished 1st, 2nd, and 3rd in the Carolina Ocean Challenge race, sponsored by Mount Gay Rum. In Saturday's races the wind was 10 to 15kts and Sunday racing the wind was 15 to 20kts. The Harbor 20s performed very well, and in most of the races we were beating 35 and 38 foot boats - boat for boat! Those big boat drivers need to learn how to read wind shifts!!

Mast Lowering and Raising 101 By Shipwreck Schupak

Although most of the Newport Beach fleet know me by sight, smell, or reputation, let me introduce myself to the uninitiated.

I'm Steve "Shipwreck" Schupak, current rigger, fixer, sailor, and seller of Harbor 20's. Through the years I've raised 250 to 300 Harbor 20 masts and have a pretty good feel for what it takes and how best to accomplish the task successfully and quickly. There are probably three tried, true, and at times successful ways to lower and raise your Harbor 20 mast. Some are harder on the equipment and harder on the body. Let's start out with the equipment oriented methods of lowering your mast for repairing a bent windex or to lube the main halyard sheave.

The quickest way to bring your mast down is to sail through a mooring area with lots of large heavy boats with bow pulpits with large anchors hanging from them. Get up a good head of steam and hook your leeward shroud across the flukes of the anchor like an arresting hook landing on an aircraft carrier. With 12-15 kts of wind and full upwind speed, you

should be able to bring down the mast in about 2 seconds. As it's falling be sure to sail away from the moored boat and stand back from the falling mast. You'll want to have a chase boat handy to pick up the pieces and tow you back to shore. The drawbacks to this method are that you'll probably break the mast in half and your friends ashore will look at you funny from now on. Plus you want to get away from the falling mast like Paul Bunyon, but there isn't too far you can run out of the cockpit quickly. Plus you'll be doing a fair amount of repairs to both you and your boat.

The next method involves a bridge, a friend, and a motor. Place friend on top of bridge. Drive boat up to bridge and have friend grab main halyard as mast comes into reach. Now comes the fun part! Go up to the headstay and pull the pin, then run back to the motor control and back away slowly from the bridge, your buddy on the bridge will have to gently lower the mast to you before you run out of main halyard. If he runs out of halyard stand back as the mast free falls. Please refer to the previous section for the pitfalls and cautions of a free falling mast.

Finally the safest, slowest, and most reliable way to lower and subsequently raising your mast is to do it at the dock preferably with a helper.

Step 1- prepare the boat for the mast coming down. This means to remove the mainsail and boom from the mast and stow it in the bottom of the cockpit. Be careful with the gate that holds the main slugs in, don't loose it as it's a custom fit part and pricey compared to dropping the sheet metal screws over the side. Then if you're not feeling super athletic take of the jib sock cover and take the jib off the headstay. This will reduce as much weight from the

headstay as possible and make the lowering and raising as stress free as possible. Otherwise you'll have to push all that material back up in the air while trying to raise the mast at the same time. I've done it a bunch and usually fight the mast up and down without taking the sail and cover off. But I do this to save time and expense for the people whom I'm working for.

Step 2- loosen the backstay all the way, then straighten the cotter pin in the headstay clevis pin and remove the cotter pins from the turnbuckles on one side of the boat. Then unwind the lower shroud 15-20 turns. Keep track or write down how much you've loosened the rig. It'll be important when you go to retune the rig later. Then do the same to the upper shroud. Now the headstay will be loose enough to pop the pin free. If it's still tight unwind a few more turns and remember to add them to the previous count.

Step 3 - Stand on the cockpit seats and push against the mast and have your partner pull the pin from the headstay and hold on to the drum. Now you can work together to lower the mast by walking it back to the end of the cockpit. It helps to have a box, ice chest, or life jacket handy to rest the mast on once it's down.

Now you're free to do the work you want. When ready repeat the steps backwards and you should be all set.

When you wind the shrouds back up the prescribed # of turns you unwound them, sight the mast to make sure it's straight. Also run a tape measure up the main halyard to make sure the mast is in the center of the boat. If everything is straight then check the tension with your tension gauge. It should be back in the tune you left it. If not pull the pins

on the other side and tune according to the tuning guide.

Good luck and be careful!!!

And when in doubt, call the shop and schedule a time for me to come down.

Shipwreck

Harbor 20 for sale – private party

Sail #54 (navy blue hull) was launched in October 1998 has provided many hours of great sailing. While being used 2/3 days a week, it was not heavily raced. Its maintenance schedule has included being scrubbed every 2 weeks all year around and being waxed every six months. All control lines have been replaced within the last year. The electrical systems (motor, lights & bilge pump) are in excellent shape. Both Main & Jib are three years old; back-up sails are also included. If interested, please call Terry Reinhold at 949-675-3085, or "btreinhold@adelphia.net"