

## Summer 2007

### **Harbor 20 Class Association**

#### **Officers**

Class President - Bob Yates  
Past President – Tom Schock  
Secretary – Win Fuller  
Measurer – John Whitney  
Treasurer – Jim Kerrigan  
Webmaster – Ross Watanabe  
News Editor - Judy Weightman

#### **Directors**

Ralph Rodheim  
Lee Sutherland  
Peter McRae  
Gary Gleason

### **Fleet 1 Newport Harbor**

#### **Officers**

Fleet Captain – Andy Binkerd  
Past Fleet Captain – Glyn Davies  
Secretary – Emile Pilafidis  
Social Secretary– Kathy Sangster

#### **Directors**

George Drayton  
Dick Somers  
Phil Ramser

### **Fleet 2 San Diego**

#### **Officers**

Fleet Captain – Peter McRae  
Past Fleet Captain - Rob Gilliland  
Secretary – Bill Fallon  
Treasurer – Steve Dechant  
Measurer - Mike Hardisty

#### **Directors**

Bill Fallon  
Steve Dechant  
Susan Bookout

### **Fleet 3 Hilton Head**

Fleet Captain - Gary Gleason

Visit <http://www.harbor20.org> for latest information. Stars and Stripes at the new Newport Harbor Nautical Museum is the feature this month. Save Saturday, July 21 for our Summer Party sail and Sunday December 2 for the Holiday Awards Dinner party at Lido Isle Yacht Club.



Will Hollie & Lee Sutherland or Trish and Phil Ramser round U mark first?

### **Racing and Sailing with Friends**

by Judy Weightman, *Amazing Grace*

The endless summer that is our life in the familiar Newport Beach harbor is fully in place now that our yacht clubs are formally open. Come join us to race or just sail, and then come back to the clubs and eat and drink with your fellow Harbor 20 enthusiasts! Just sailing your Harbor 20 could occupy your time 7 evenings a week.

We begin on Monday with the **American Legion Sundowner Series'** rolling starts off U mark beginning at 6:00 PM. This is a great place to hone your skills. Harbor 20's are usually the 4<sup>th</sup> start in Portsmouth.

Tuesdays in July and August will find just Harbor 20's off the **Newport Harbor Yacht Club's** Anchorage at 6:00 PM.

Wednesdays you have your choice between **Balboa Yacht Club's Twilights** just off their docks at 6:00 PM or **South Shore Yacht Club's Summer Hibachi's** starting near everyone's favorite barge/tug boat between Harbor Island and Bayshores at 6:00 PM.

Thursdays are back to **Newport Harbor Yacht Club** at 6:00 PM and shared with Lehman 12's.

Fridays also present two excellent choices: **Bahia Corinthian Yacht Clubs' Finally Friday's** at 6:30 PM starting near M mark or **Lido Isle Yacht Club's Friday Night Flights** at 6:00 PM off their race tower.

And don't miss the Midsummer Regatta at **BYC** on August 4<sup>th</sup>. Notices of Race (NOR) and race charts may be downloaded from all clubs' websites.

### **Discord, Chaos and Confusion**

By Jim Kerrigan,

*A Salt & Battery*

I recently took up golf seriously again (God only knows what *that* means). I got a really good professional and the very first lesson, he said, "Address the ball." Of course I said, "Hello ball," he smiled and we moved on. He watched me carefully and said that before I began to swing, I was either going to do well or duff depending on how I was set up for a shot. In golf, that means how I stand, how much knee bend I have, the angle of my shoulders, how I hold the club, how far away my hands are from my body and how they hang from my shoulders, my elbows' position and about 15 other variables. No wonder the ball does what it wants!

My "other boat" is an Olson 30, and between '88 and '99, I raced that boat 32-38 weekends a year. (It *does* run in the blood.) The name of my boat is **Erís**, goddess of discord, chaos and confusion. That describes how my crew and I appear to race, to many we know. We would motor out to the

starting area, take off our motor, hoist sails, tack on starboard and start, all in one smooth continuous motion while we debated for four minutes and ten seconds whether we would **make** the first start. Once in a while, I'd say, "Maybe we should practice..." "Practice? We practice every race!" Well actually we did OK, but...

There is a pattern here... I take the Harbor 20 more seriously, and I'm not *really* as scatterbrain in things I do, but then again... The point is, setting yourself up, whether in golf or to sail, has a sequence of "best practices" as they say in business. They include obvious but often overlooked, very simple things. Things like reading the sailing instructions carefully beforehand, getting to the starting area early, and going through in what golf is called the "pre-swing ritual." Golfers go through a set of motions before every shot. In sailing, we should also develop the pre-race checklist. Allow an extra 20-25 minutes minimum before the first race. Set sails early. Check over rigging carefully and carry a pen and some note cards to jot down maintenance items to be fixed by the next race. How many times do things fail that we could have discovered and fixed in advance? Sail up the course a bit. Is the wind right or left? Does it lift or head while on a beat? What's the duration between the lifts and headers? Turning downwind, is the wind favoring the left or right side, and what about the current?

My old friend Mike Kane (he's old, and he's held single-handed records all over the world) has his Five Ps. When I screw up, of course afterwards I always recall Mike's Five Ps, "Preparation prevents piss poor performance."

## Background of the Harbor20

Written by Arthur Strock, edited by Hollie Sutherland. *Why Not?*

In 1995 a group of local sailors comprised of Arthur Strock, Phil Ramser, Bill Palmer, Pete Palette, and Grant Baldwin began to realize the need for a day sailing/racing boat that was suitable for sailors who have a very broad range of skills and experience, have a desire for sailing with friends and family, and have a desire for a boat that is both forgiving of error and rewarding of excellence. They wanted a boat that would appeal to men and women ranging in ages from 30 to 80+ years, have an ease of boat handling either solo or by a husband and wife crew, yet be large and comfortable enough to accommodate a family outing. It was an equally important goal to develop a good, one-design fleet racing program that would be encouraging and inclusive of a broad range of age and skill levels, and at the same time, develop a strong and active social program. The committee first defined the program and then the boat. Specifically, the following boat criteria were established: Competitive with a very broad range of age, crew weight, physical strength;

- Easily single-handed;
- Accommodating of six adults in a day sailing mode;
- Fast in light air yet manageable in a blow;
- Easily maintained;
- Durable;
- Wet sailed (thus avoiding hoists and trailers);
- Reasonably priced;
- Good looking.

After an extensive search of the national market, no suitable boat was found that met all criteria. The group then began to think seriously about a new design and asked Tom and Steve Schock of W. D. Schock Corp. to propose a design that would meet the above criteria at a competitive price.

Tom and Steve were able to meet the criteria, both functionally and aesthetically. The team effort among the builder, the naval architect, and the user - the fleet committee - resulted in the Harbor 20. Its sail area, displacement, and waterline length make it a very large 20 footer and is accommodating of a broad range of uses and users.

The first Harbor 20 was launched in May of 1997, and true full production began a few months later. Initially, there was skepticism about the electric auxiliary, but now virtually all of the boats have them. The addition of the auxiliary motor actually provides the functional equivalent of two boats - sail boat and bay cruiser. Importantly, the Harbor 20 fleet has developed an organizational, operational, and social format that appeals to and supports all of its members, racers and day sailors alike, regardless of skill level; it has a strict set of one-design rules that includes sail purchase restrictions to ensure economy and retention of value. The Harbor 20 program and boat have indeed been successful. If numbers on the water are an indication, the Harbor 20 will continue to serve sailors' needs as a competitive, durable, and functional bay boat for a long time to come.



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