

Spring 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
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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 on the upcoming sailing clinic, racing clinic, and our regatta schedules. Save Saturday, July 21 for our summer party and Sunday December 2 for the Holiday Awards Dinner party.



John Fuller and Mike Nash,
Tucker Cheadle and Tom Schock
Terry Gloege and Byron Capps



Photo by Mary Longpre
Bob Yates



Lee Sutherland,
Terry Gloege and Byron Capps



Helen and Warren Duncan



Glyn Davies and crew

**Harbor 20, from the
beginning....
by Bob Yates**

The Harbor 20 sailboat had its beginning in the Pirates Den at Newport Harbor Yacht Club. Yes, the very same place where we celebrate our many wonderful sailing experiences is also the birthplace of our beloved boat.

It all happened eight years ago when Arthur Strock, Phil Ramser and a couple of other sailors who were tired of “big boat” sailing, sat down to create their vision of the ideal sailboat. They were tired of difficult launchings from the hoist, of the long treks out to the ocean for a day of sailing, and for the cold trips back to the Club to fight the hoist again. There had to be a better way.

5

They looked at all of the existing boats that might fit the bill. They even ventured to the East Coast to look at the Sonar and the Alerion, both good boats but they were built and serviced in the East. That is a long way away. Plus, they felt that they could do better. They wanted a boat that would be ideal for sailing in the bay, and would be a pleasure for the wives and children and family friends. They

felt that the boat should not be too technical, and should accommodate Arthur's three hundred pound frame. The seats should be soft and comfortable, and hiking out should be forbidden. The sails should fold easily into lazy jacks and the jib should tack automatically. These were not a normal set of specifications.

Enter Tom Schock, and his brother, Steve, an accomplished naval architect. They took the vision and transformed it into hard lines and specifications. There was only one problem; they needed money to manufacture the mold. That came in the form of five initial orders. The Harbor 20 sailboat was off and running. Eight years and nearly three hundred boats later, W.D. Schock Corporation has created a resounding success.

Even before the boats hit the water, Phil and Arthur were organizing the Class into the organization that we know today. That meant creating a philosophy of Corinthian sailing, of getting members involved, and structuring Class and Fleet organizations that serve its members effectively. All of these goals have been achieved.

Today the Fleet members can participate in over one hundred races a year, all capped off by an exciting Class and Fleet Championship Regatta. After race parties are the rule. The members can also attend two major social events, a beach party in the summer and an awards banquet in the winter, as well as a charity regatta at the Newport Harbor Nautical Museum. Most importantly, Fleet members come from half a dozen different Yacht Clubs and organizations such as the Sea Scouts from around the

Bay. Everyone is welcome to join in.

The Harbor 20 spirit is contagious. Fleets are forming in many areas of the United States. Several sailors from the Hilton Head South Carolina Fleet and the San Diego Fleet are coming to join us at the upcoming Schock regatta, and there are opportunities for more exchanges in the future. The idea of Corinthian sailing has caught on in a big way in the Harbor 20 Class.

So, next time you are in the Pirates Den, don't forget, the spirit started here.

PHRF Racing the Harbor 20

By Jamie Douglas Jr.

Sunday Driver #101

The Harbor 20 has not traditionally been raced in PHRF by Fleet 1. I wanted to try my hand at it and wondered: What is our rating? How does our local rating compare nationally? Are there PHRF opportunities that utilize the flat water we encounter in Fleet 1 racing? Would we be competitive? I obtained my PHRF certificate from our local Southern California authority in about a week and a half. The base and Area D PHRF ratings are:

Buoy 204 RLC 198 OWC 198.

PHRF ratings around the nation vary widely. Let's utilize the buoy rating for comparison purposes: PHRF Northern California @ 210, PHRF San Diego @ 222, PHRF Lake Hubbard @ 236, and PHRF Galveston @ 240! Apparently our local rating numbers are the toughest in the nation.

It turns out there are PHRF regattas held inside the bay and available to Fleet 1 members. Spinnakers are not utilized in any Newport Harbor bay racing and

often two headsails are flown on a run.

On Mondays from May through August ALYC hosts the Sundowner Series. The H20 has a **special** PHRF rating of 221. This is calculated utilizing the H20 buoy rating of 204 plus a 17 sec/mi non-spinnaker offset. ALYC allows this offset to all boats using only one headsail for the series. PHRF B was the largest class in 2006 with 15 entrants and PHRF ratings from 157 to 294.

On Wednesdays from May through August SSSYC hosts the Summer Hibachi Series. No complex calculations here. The PHRF Random Leg/RLC rating of 198 is utilized. That is the lowest PHRF rating utilized in the nation according to my research! PHRF B was the largest class in 2006 with 12 entrants and PHRF ratings from 153 to 276.

The final question: Were we going to be competitive in PHRF? After my first PHRF season I can say absolutely yes! Granted all fleets race here without spinnakers but *Sunday Driver* #101 took 2nd for the Sundowner Series and 1st for the Hibachi Series. Strange but we did better in the series with the 23 sec/mi lower handicap! The Harbor 20 is very competitive upwind in breeze under 14 kts. The lack of waterline becomes apparent beyond 14 kts. The one thing racing bigger boats on downwind legs has made clear: I cannot cover anyone to my satisfaction. I find the H20's greatest advantage downwind is the ability to maneuver and accelerate on a puff. Our real advantage is on a reach. The Harbor 20 was hands down faster than any competitor at that point of sail.

I'll continue to report in future newsletters on PHRF racing class wide. Please send me your PHRF

stories, ratings, gripes, and of course results to jdouglas@socal.rr.com.

Reefing the Harbor 20 By Alan Bowers, Las Vegas, Nevada

Sailing the Harbor 20 in winds up to 10-12 kts. is fantastic. Once over 12 kts. a few challenges crop up. Lake sailing can give one those challenges without much notice. Lake Mead, near Las Vegas, NV, is no exception.

I usually sail Sheet Music #175 with one crew. As I mentioned, wind conditions on Lake Mead can change without notice. An example occurred this past summer when we were out for one of our Wednesday night races. The wind was the typical Wednesday night race condition, a perfect 8 +/- kts.. We were on a run up the lake to the start point as the wind began to build. By start time we had taken a reef in the main.

Reefing the main on the Harbor 20 is very simple if practiced before high winds set in. I like to deploy and tighten the lazy jacks to assure that the boom is held up and the sail is captured. Then I let the main out to an almost luff condition keeping only a small amount of shape in the sail. It seem like the sail "rolls up" better with a little tension on it. I like to release the main and pull on the reefing line at the same time. I have found that the leach and luff will gather fairly evenly doing this. I'll then raise the main so that the luff is tight. I have performed this maneuver single handed sailing as well. Performance improves when reefed as the heel angle is reduced. When reefed, pointing ability is slightly diminished. However, that is better than side slipping, dipping the boom in the water or worse a knock down.

Reefing is something every Harbor 20 sailor should practice. And your crew should be familiar with the system as well. The Harbor 20's lazy jacks will capture the main, keeping it out of the water and out of the cockpit. Let the mainsheet out far enough to completely de-power the main, drop the main down to the reef point, and pull the reef line tight. Be careful not to get too far off the wind. If the boat has gotten into irons, back wind the jib to pull the bow around to a close hauled or reaching position. To ensure that this maneuver can be accomplished quickly, keep your sail slugs and track clean and be certain that your boat is always equipped with a properly lead reefing line.

A quick bio on our Class President, Bob Yates

Bob spent many fun filled summers in Balboa as a kid. He admired the many beautiful sailboats in the bay, and looked forward to the time that he to could go sailing. During his college days, he continued to visit Balboa, and even spent a summer working for Bechtel Corporation when they were building the Huntington Beach Power Stations. He found ways to have great times in Newport Beach, but, he still didn't have a sailboat to enjoy.

After graduating from the University of Colorado, Bob married Ellie and they were consumed with raising three wonderful kids. Between family and an intense time consuming job, Bob didn't have much time for recreational activities.

In 1985 the Company was sold and Bob "retired" to Newport Beach. He immediately got into boating in the form of a Lido 14. Unfortunately, it was an old

derelict boat that was very slow. When it fell apart (it really did fall apart), he decided to buy a new one, and found great success in the Lido 14 Class. He became Class President, and was second place in three National Championships.

Bob also returned to flying, which he had done earlier in life, and owned two different airplanes. Over the years, Bob and Ellie flew the planes throughout the Western States and Mexico. For exercise and fun, Bob got into tennis and skiing at Mammoth Mountain. In his spare time, he likes to take photographs, and has produced many of the sailing photos that have appeared in *Hard on the Wind*. He also takes interesting photos on his many vacation trips and on his hikes in the Sierras.

Just to keep himself involved, Bob formed a consulting engineering business, Special Products Engineering, and works part time at two different companies.

Bob is owner of Harbor 20 #80. He bought it a few milliseconds after Ellie said that she would rather have a Harbor 20 than a diamond ring for their fortieth wedding anniversary. They have never had any regrets over that decision.

Bob feels that serving as president gives him the opportunity of being involved with a great group of friends. "I am really fortunate to have the Harbor 20 experience" says Bob.

Sail donations may be made to the Newport Sea Base. Contact Dave O'Hara at 949 642 5031 or email at DaveO@ocbsa.org



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