

## Summer 2008

### **Harbor 20 Class Association Officers**

Class President - George Drayton  
Past President – Bob Yates  
Secretary – Win Fuller  
Treasurer – Jim Kerrigan  
Webmaster – Ross Watanabe  
News Editor - Judy Weightman  
Measurer – John Whitney  
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#### **Directors**

Phil Ramser  
Peter McRae  
Gary Gleason

### **Fleet 1 Newport Harbor Officers**

Fleet Captain – Andy Binkerd  
Past Fleet Captain – Glyn Davies  
Secretary – Emile Pilafidis  
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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 on upcoming regattas. **Sign up for the tactics clinic**, check out the High Point Race schedule, view the twilight racing possibilities. **Come to the SUMMER PARTY/SS Regatta.** Email your questions and ideas to [judyweightman@yahoo.com](mailto:judyweightman@yahoo.com).



Len and Barry Connelly any  
Wednesday at BYC .



Newcomers BBQ at Kathy  
Sangsters'



Happy Hour after Rules Seminar  
Peter Haynes, John Whitney,  
Emile Pilafides



H20s Team Racing Invitational at  
NHYC



### **HARBOR 20s SAIL IN TEAM RACE CHAMPIONSHIP**

Harbor 20s were the boat of choice for the NHYC Invitational Team Race Championships held this Spring in Balboa Bay. Teams came from New York YC, Southern YC, San Diego YC, Rochester YC, and Alamos Bay YC to compete against the Newport Harbor YC for the Championship. Races consisted of four skippers/crews from each Club competing against a like number of skippers and crews from a competing Club in head to head competition. The Team with the lowest combined score for it's four skippers/crews won the race. Each team had fifteen races against the other Clubs during the initial round robin series to determine it's seeding for the final round. The championship was won by Southern YC in an exciting and unbelievably close series over Newport Harbor Yacht Club.

Many of our Harbor 20 Fleet Members were involved in the Event, offering the use of their boats, as well as boat rigging and maintenance services throughout the series. Two members sailed in the boats—Bill Menninger and Phil Ramser. Several members contributed time and expertise, including Byron Capps, Lee

Sutherland, Bob Yates, Warren Duncan, Jim Kerrigan, John Whitney, Emile Pilafidis, and Peter Haynes. ....by Bob Yates

### High Point Series Explained

The Fleet 1 Bylaws I F 5 (available on the H2O web site at <http://www.harbor20.org/>) gives the definition of the High Point Series thus:

“The High Point Series trophies will be awarded to the A and B Fleet skippers (not the boat) who have the best total score for the season 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. The High Point Series scores will be computed on the designated High Point races between consecutive Fleet Championship “

This method was modified for the 2007/2008 season, as noted on the H2O web site, to conform to US Sailing definitions of a high Point Percentage scoring System..

“Starting in 07/08, the High Point Series scores will be computed using the [High-Point Percentage Scoring System](#) as defined by US Sailing.”

See extract below or follow the link for a full discussion.

#### “Background

The scoring systems in Appendix A assign a race score to each boat for each race in the series, even if a boat is forced by circumstances beyond her control to miss one or more races.

Both the High-Point Percentage System and the Low-Point Averaged System assign a race score to a boat only for those races in which she competes. Under each of these two systems, she can miss some of the races without penalty provided she sails in sufficient races to qualify for the series. Therefore, she is not placed at a

disadvantage if she cannot compete in all the races.

Under the High-Point Percentage System, a boat's series score is the percentage of the boats that she competes against that she defeats. A boat's series score under this system is similar to a baseball player's batting average. Each time the boat races against another boat in a race, that event is equivalent to an 'at bat' in baseball. If she finishes ahead of an opponent, that is equivalent to a 'hit', and if she finishes behind an opponent that is equivalent to an 'out'. Under the Low-Point Averaged System, a boat's series score is simply the average of her race scores. “ Discussion:

Ross Watanabe, our Webmaster, runs an XLS spread sheet on the Fleet 1 section of the H2O Website which allows all this tricky business to be calculated without effort (once set up). See the bottom of the High Point tab for the link to the current rankings

The High Points is the basis for the award of two High Point trophies each year and is also the method used to move members up from the A to the B fleet and vice versa. Some 10 or 11 regattas are selected each year by the Fleet 1 Board to be High Point Regattas based on historical popularity. All of these regattas are week end events....by Glyn Davies

#### Marker, Not Mark tips

After crewing for several people over the past couple months, I realized there was a useful tip I could share.

Marking pens - *Whether red, blue or black, felt tipped marking pens (aka “Sharpies”) are the greatest tool I've used in racing.* They can be your "memory."

I go to weather in about 6-7 knots, our most common breeze, carefully adjusting the main to what I think is exactly the perfect setting for those conditions. Then I mark my mainsheet about 5-6" above the cleat with a 1/4" band all

the way around the sheet. I may make other markings on the mainsheet (such as one more six inches above it, for a second signal). Why? When I've rounded a leeward mark, for example, I trim the main in fast. Usually, in the hurry, I find I trim too hard. But rather than have to look up to see what the main looks like, I know I can just adjust the sheet until my mark is in the "perfect" position. During a race, on a puff I might ease the sheet momentarily, and don't have to look *up* to know when I've got it back into position. When really pinching to weather hard, I know that over-sheeting the main helps point up, temporarily. I look at my mark and pull in an extra few inches without looking up, and later I let it out to my "perfect spot."

If you sail and find you have a stiff neck at the end of the day, you shouldn't ever live without Sharpies. Why look *up*, when you just “look for those marks!”

Once you use the markers for the mainsheet, why not mark that "optimum" good setting for the boom vang? I set the boom vang for my perfect 6-7 knot wind speed condition and then put a beginning mark on the vang sheet at the cleat. My crew doesn't have to trim the vang by looking up and guessing, they have a good beginning setting at my mark and I can just say, "Let it out two inches," etc.

I mark the main halyard at the jam cleat when the main is all the way up. That way, you'll know if you don't see your mark when you hoist the main, the main is not hoisted all the way up. I've actually had the main halyard slip in really windy days, and the mark is my only easy way to tell.

The main outhaul line is another line to mark with a reference. Here, I use two marks, one black (lighter winds), and another red, for winds over 10 knots.

More sophisticated markers can use green, red and blue, for example to indicate if blue you're six inches away from a red mark,

etc. The point is, why have to look and tweak every time?

Finally, a skipper or crew just glance around the boat, mid-race, to check to see if things are "normal," any time. Most of us use multi-colored lines on our boats, why not markers? Anything to make things easier... and faster.

....by Jim Kerrigan

**NOTICE OF RACE  
STARS AND STRIPES REGATTA  
HELD AT LIDO ISLE YACHT  
CLUB  
Newport Beach, California  
FOR HARBOR 20's  
August 24, 2008**

1. This Regatta will be governed by the Racing Rules of Sailing 2005-2008, the Harbor 20 Class and Fleet By-Laws, and local Rules as described at the Skippers meeting.
2. The Race is open to all Harbor 20 sailors who are members of the Association.
3. An Official entry must be filed at the Lido Isle Yacht Club Office by 1:30 pm on the day of the race.
4. A Skippers Meeting will be held on the Yacht Club patio at 1:30 pm.
5. The Race will start at 2:00 pm, or soon thereafter from the Lido Isle Yacht Club tower.
6. One race is planned. The course will be announced at the Skippers Meeting.
7. Protests must be turned in to the Race Committee immediately after finishing the race, and will be heard soon thereafter at the Yacht Club.
8. Trophies for both A and B sailors, including the beautiful perpetual that is on display at the Nautical Museum will be awarded at the Harbor 20 Summer Party which is being held at Lido Isle Yacht Club soon after the Regatta.

**Thoughts from Judy**

The Harbor 20's calendar saw two additions this year: the Rules Seminar by Peter Haynes at LIYC and the Newcomers BBQ at Kathy Sangster's. It was great to welcome the new faces at the party and the next day at the seminar.

We were all thankful Peter was able to articulate the rules, provide such a great booklet, and field the questions from the mentors who graciously attended. On the other hand, for some of the newer sailors, it was tough. Personally, my brain was bursting and I think some of it has fallen out! I was relieved to see one friend and kindred spirit knitting more furiously the more detailed the rule. Let's hear it for No. 18!

It was fun to see Stephen Peart and his wife, Bob Wright, Dave and Judy Winckler, Mary Bacon, and Teri and John Carlson in the midst. See you on the race course. Don't miss the Boat Handling and Sail Trim Seminar. See you at the Stars & Strips and Party!

**H2O  
PARTY  
STARS &  
STRIPES  
SUNDAY, AUGUST  
24, 2008**

**5:00 PM**

Wine, beer,  
camaraderie of H2O  
sailors

**6:00 PM**

Chicken & Ribs by  
Newport Rib Company

**\$40 PER PERSON**

Mail check to George  
Drayton  
502 Kings Rd. NB  
92663

Or Call(guarantees  
pymt) by August 19 -  
949 548 6675



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