

HARBOR 25 #1

FIRST IN CLASS – FIRST IN DIVISION

2nd ANNUAL BORDER RUN

by Tom Schock

April 24, 2010

Racing performance was not the top priority when designing the Harbor 25. Easy single-handed sailing was the primary goal. Speed is always nice, but for this boat, we were not going to give up an enclosed head, good sitting headroom, the built-in ice chest, and the “granite” countertops.



2:01a.m. Sunday, April 25

However, when it comes to selling the boat, performance always comes up. Buyers are bound to ask . . . What does it rate? . . . How fast will it go? . . . Is it tender or stiff? . . . Can you race it in the open ocean? . . . Does it have a rating that I can win with?

And when it comes right down to it, who wants to sail a slow boat?

Knowing all of this, Steve Schock cleverly designed a fast hull shape that accommodates all of the cruising comforts on our list. And I have had the feeling from the beginning that the Harbor 25 would be an awesome performer in good winds on off-the-wind courses.

With this in mind, we entered the 2nd Annual Border Run race from Newport Beach to San Diego. This 70-mile race is organized by Border Run International and runs on the same weekend as the Ensenada race. Since Harbor 25 #1 *Yemaya* does not have lifelines, stanchions, and pulpits, we are not eligible for the Ensenada

Race; and one long day of racing is always more appealing than the two days it takes to get to Ensenada. In the interest of safety, we rigged jacklines and wore safety harnesses.

The race organizers put us in the Mono XS C Fleet with a Cat 36, R33, Oday 32, Cat 30, IP 320, and E28. Our Mono XS Division started 60 minutes behind the first start – there were only two divisions behind us. The wind at the start was light, 4 to 8 knots, out of the south. We got a good start; and in minutes we were the lead boat in our group. We set the Code Zero as soon as we cleared the other boats, and it soon became apparent that we could put up the A2 Aso and sail a lower course, closer to the rum line.

We had collected great weather data; and we knew it would pay to stay close to the rum line, so we changed sails and steered a course to the turning mark. We found ourselves sailing lower and faster than the boats around us; and within an hour, we couldn't even identify the boats in our Division. We were sailing through the boats that started 5 and 10 minutes ahead of us – a Capo 30, Cat 38, Olson 34, Olson 911S, J32, Kirby 30, Olson 25, Moore 24, Cal 29, and four Cal 40s. We spent the whole day reaching down the course in 8 knots of breeze right next to a Cal 40 that just would not let us be. Our high speed for the day was 9.2 knots, but for the most part, the wind was light but steady.

We had a nice hot dinner (cooked at home that morning and kept in a thermos) with wine and dessert. Then we were ready to do some serious night fighting. The Cal 40 moved on us in the early evening hours and got about 1.5 miles ahead of us. The wind lightened, they came out from inside of us, and by 10 p.m. we passed them again. This time we were to leeward, and we put them a 1/2 mile astern of us.

We are now on port tack about 15 degrees above the mark, the wind gets stronger, and it heads us right down to the mark. We called the jibe perfectly, the Cal 40 jibed behind us, and we headed for the mark. With the stronger breeze, he started to move. But by this time, he had to be pretty upset. Our little 25-foot daysailer had been sailing close to him all day, and we were only 6 miles from the finish.

At this point we could see a lot of running lights to leeward. These boats had jibed too late and were close reaching back up to the mark. Our Cal 40 had finally had enough of us and decided he'd like to sail over the top of us. We didn't let him, of course, but in fighting him off, we sailed high of the mark and had to jibe to get back down to it. That gave the boats to leeward the distance they needed to round ahead of us. It was a group of eight larger boats lead by the Schock 35 *Outlier*. With only 4 miles to go to the finish, we were just 20 boat lengths behind a Schock 35. I felt very good!

We finished with Cal 40s, an F-27 and an F-24 Trimaran, and a lot of large monohulls. It was 2 in the morning and pretty dark, so we had no idea just how well we had done, but we headed home feeling pretty good about ourselves. It turns out we were first in our Mono XS C fleet and first in the Mono XS division. We had the third best corrected time for monohulls and the fifth best corrected time of the entire fleet, including multihulls. The Flying Tiger *Anarchy* corrected to first over-all and the Farr 40 *Piranha* was second. You can see the full results on the Boarder Run website – www.theborderrun.org. We were #55 across the finish line out of 143 starters!

YES you can sail the Harbor 25 in the deep water.

YES you can be competitive.

YES you can be comfortable while racing.

We had a crew of three. And YES we had plenty of room for food and personal gear.

We started at 12 noon in 5 knots, we finished at 2:01 a.m., we dropped Tom Garrett off at San Diego Yacht Club, and Rik Hobbie and I headed home with breakfast, lunch, snacks, and a full tank of gas for the 70-mile trip home. We pulled into the slip at 4 p.m. on Sunday.

It was a great race and a really fun sail, and the boat performed perfectly.