

HARBOR 20 FLEET 2 RACING & TUNING CLINIC

Coronado Cays Yacht Club
February 28, 2010

Harbor 20 Fleet 2 in San Diego has grown to a fleet of eleven boats and 17 memberships. They sail one-design as often as possible but also sail PHRF. To help promote fleet involvement and to offer an excuse for a fun get together, the fleet hosted a Racing & Tuning Clinic on February 28. During the all-day event that included a fun break for lunch, Tom Schock and Steve Schupak helped tune the rigs and then conducted on-the-water drills. I tagged along because I had just ordered my Harbor 20, and I hoped to gather some good tips before her launching.

Just as it has been nearly all winter in Southern California, it rained buckets for several days before the clinic, but on that particular Sunday, the clouds moved out, the sun came out, and a great breeze treated the group to near-perfect conditions. There were six Harbor 20s at the guest dock of Coronado Cays Yacht Club when the clinic started at 10 a.m.; and there were twenty or more owners, wives, crew, and invited guests waiting to do a little sailing.

Tom and Steve conducted a discussion on rig tuning, sail trim, and other aspects of the design, and then helped set the boats up to go racing. Tom started by staging as many practice starts as we could before **HE** got tired, and then he let



CLINIC NOTES Chris Guild



Crew Weight

Start centered at barney post.
Light air – Shift forward.
Heavy air – Shift back aft.

Main Trim

As wind freshens, flatten with outhaul, cunningham, vang, and backstay (last). Ease mainsheet to keep boat level (don't trim main too tight, keep leech flowing).

Jib Trim

Outhaul makes huge impact on jib shape. An outhaul set too tight binds the jib boom swivel at the base below deck.

Heavy Air

Play the main – Sheet off in puffs to keep boat flat. Never adjust traveler, use the mainsheet to de-power sail.

Downwind

Keep main outhaul out.
Let vang off some.
When jibing, skipper throws mainsheet across, crew throws jib across using sheets under boom.
Skipper – Eyes up, watching wind direction and sails (as well as where you are going).
Crew – Eyes aft watching for puffs and competitor's tactics.

Upwind

Top batten of main parallel to boom.
Leeward jib sheet perpendicular to deck.
When tacking, move helm slowly and only as far as seat edge; stay on old weather side 'til tack is completed; both skipper and crew move across simultaneously.

Motor

Turn motor on, then off, then on slowly and repetitively 'til boat starts moving and helm responds, allowing you to steer in the desired direction.

us break for lunch. After lunch, Tom climbed into the R/C boat provided by Bill Fallon, the owner of H20 #207 *Tudo Azul*, to set the start line and the turning mark. Then he called us to the line for the start of the action.

The course was a short beat to a weather mark followed by a downwind leg to the finish. The three-minute sequence for each race started just one minute after the last boat finished. I lost count of how many times we started, but we did these short courses for about two hours, so I figure we probably started about ten times. In order to get everyone on the water, each boat sailed with three or four people and at least two drivers, who changed seats at the end of each race.

After these practice races, Tom held a debriefing session in the clubhouse. Many questions were asked, as some of the thirsty participants sipped a cool one to cap off their day. The clinic was a lot of fun, and everyone who participated came away with a renewed sense of purpose. We will be watching the race results to see who makes it to the top.

*Steve Woodruff
Harbor 20 #300*