

SCHOCK 40 ARTICLES

Estupendo is Back!



Schock 40 #1, which was originally launched in San Francisco for test sailing and then went to Acapulco, is back in San Francisco. Alfonso Sosa Cordero and Matt Brown drove to Acapulco in June, put the boat behind Alfonso's pick up, and headed north. They climbed 10,000 feet into the Sierra Madre Mountains near Mexico City and then dropped down to Mazatlan. They loaded the boat onto a car ferry and crossed the Sea of Cortez to La Paz.



The drive from there up the Baja coast to San Diego was incredible – narrow winding roads and harrowing near misses. The four day trip over 2,500 non-freeway miles was an experience of a lifetime. Below are two photos of their excursion.

Alfonso is now in the process of reconditioning *Estupendo* and is looking forward to an exciting racing season.

Mad Dog is Off to the Races

Early Summer 2004

Schock 40 #9 *Mad Dog*, owned and skippered by Ed Feo of Long Beach, has placed in every event it has raced to date. They were second in PHRF-A in **Cal Yacht Club's Cal Cup**, a five-race series sailed out of Marina del Rey. The TP-52 *Margaritaville* was first, *Mad Dog* was second, and *Black Knight*, a Farr 39 was third.

Mad Dog's next event was **North Sails Race Week** June 25 – 27. For twenty years, this regatta has been one of the premier racing events in Southern California. It is sailed inside the Long Beach Harbor breakwater and has been organized by a team of expert regatta managers put together by Bruce Golison. The conditions are typically perfect – 8 to 12 knots in the morning, 18 knots true in the afternoon. Schock 40s have trophied every year since 2001. Unfortunately, the Golisons have decided not to have another race in Long Beach next year.

The Schock 40 had a disappointing first race but went on to sail a sound regatta in a really competitive 13-boat fleet. *Mad Dog* was the lead boat at the first weather mark of the first race and was looking really, really good.

Unfortunately, they shrimped the kite and fell back to ninth place. The races after that looked much better. Their 3 – 4 – 3 – 1 – 7 series put them in third place for the regatta. First place class honors went to *Arana*, a Choate 51. Second went to *Chance*, a very well-sailed Farr 395 from San Francisco, with a (shall we say) favorable rating. Ed Feo and Steve Schock also had a terrific **Crew of Two Around Catalina Island Race**. This annual PHRF event drew about 40 really qualified entries and takes the fleet around Catalina Island off the Southern California coast. *Mad Dog* was first in class, first overall, and first to finish. There wasn't even a catamaran ahead of them. The second monohull to finish was 5 ½ hours behind them. They sailed with a -18 PHRF rating. This is the third year in a row that a Schock 40 has entered this event. It has placed second the first two years and first this time around. The canting ballast makes the Schock 40 ideal for races that limit the crew to one or two.

J Swift and the 2004 Race to Mackinac

July 24, 2004

The Chicago Yacht Club's Race to Mackinac is typically sailed in pretty warm, fluky weather conditions. But this year a cold northeasterly breeze put the fleet on the wind for most of the race. Ron Nolan and his crew aboard *J Swift* (S40 #5) sailed on starboard tack hard on the wind for about 32 hours without a single sail change. Winds ranged from 10 to 12 knots.

When they finally tacked to port, the breeze clocked around, and they were able to set a close reaching kite. At the 45th Parallel, which is the first checkpoint for the fleet, *J Swift* was in second place in her fleet (Americap Section 1), going 9 knots in 10 knots of breeze, feeling pretty good.

Just one mile from the finish line, the wind quit and they sat, going nowhere, for four hours. They could see the finish line but just couldn't get there. A couple of boats closed in from astern, and *J Swift* lost two positions to finish fourth behind a DuB50 and two J145s. Ron tells us he had the J145s "cremated" until the lull. A N/M 43, a Schock 55 and three J125s corrected behind them.

Skandia Cowes Week

August 7 – 14, 2004

Cowes Week, which is held each year on the Solent off the Isle of Wight in England, is one of the most amazing sailing events on Planet Earth. This year's regatta drew over 950 entries and thousands and thousands of racers and spectators. There were about 25 one-design classes ranging from the wooden X Boats (built in the early 1900s) to Etchells and Dragons, a new RS Elite 24 ft. keelboat, and a class of medium-sized multihulls. Sunsail even chartered fleets of their 36s and 37s. And there was every offshore boat imaginable. Schock 40 #10, with owner Iain Hall coordinating the effort, sailed as a member of the Skandia Team, having been recognized by the regatta sponsor for its contribution to the sport of sailing.

During eight continuous days of racing, wind conditions ranged from zero knots to 35. The current ran up to four knots. And the weather went from hot to cold and back again. As the saying goes, if you don't like the weather, just wait.

There is one race per day for each fleet, no matter what the conditions. To even things out, the overall regatta scores are based on six of the eight races. Because the individual boats don't necessarily enter all of the races, the number of boats in our class varied from 20 to 35 starters. And there was no predicting how many would finish. The boats in our class ranged in size from a Swan 65 to a 35 footer. Our races were from 25 to 35 miles in length; and of the 99 marks on the race course, we rounded a minimum of 10 buoys and up to 19 in a single race. Through all of this we had to safely maneuver around the Brambles (a large shallow spot in the middle), the bricks (or rocks) scattered here and there, and big globs of black weed floating just below the surface. It wasn't unusual to see boats high and dry; and we had to back down three times in one race to shed the weeds. Because of the extreme currents, anchoring at a mark in order to keep from getting flushed off the race course was common. We anchored at the windward mark one day in zero knots and a cold drizzle. The next day, we anchored at the leeward mark in 80 degrees, with sunshine and no wind. Twenty-five degree wind shifts were not uncommon.

The courses and conditions put a real demand on navigation, local knowledge, and crew work. Although it is buoy racing, it is nothing like the typical windward leeward races we are accustomed to. The teams that have sailed this event on a regular basis

have an enormous advantage. And winning doesn't come easily. Needless to say, all of this was a huge challenge for the brand new Schock 40 and its uninitiated Cowes Week crew. We put the boat in the water the week before the regatta, hoping to get in five days of practice. Unfortunately, the practice days dwindled to two as we scrambled to complete the commissioning of the boat. The biggest lesson learned was that it isn't real smart to take a new boat straight from the boat yard to the race course.

Although our score was really disappointing, we felt the boat performed really well. With Dave Ullman at the helm, we got really good starts, and the crew worked well as a team. It seemed, though, that we were up against a rating that makes it nearly impossible to win. We had a good, competitive rating when we started the project. But this all changed in the wake of *Wild Oat's* amazing success. For now, the canting ballast factor in the IRC rating formula is a difficult factor to rise above. We sailed boat-for-boat with the two DK46s and a IMX45 – big powerful boats that are especially efficient upwind. The Schock 40 was faster downwind, but the way the rating went, we had to give them time. The rating factor is bound to change with time.

All in all, Cowes Week was an incredible experience. The Schock 40 will be a real threat with a little more time on the water.

Tom Schock

2004 Chicago Yacht Club Verve Cup

A Great Event for *Lightning*

August 20 – 22, 2004

This three-day series of races around the buoys is a huge event and draws the best, most serious Great Lakes racers.

Lightning, the Schock 40 prototype, with its partnership of relatively new but extremely competitive Polish sailors, took third place. They are ecstatic!

Lightning got two firsts, a third, three

fourths, and an eighth. The wind the first day was 5–8 knots (occasionally less). The wind on Saturday was 7–11 knots, and on Sunday it picked up to the 15-22 knot range. Unfortunately, *Lightning* broke its jib halyard during the last race and had to finish without the jib.

They were flying a brand new genaker during the regatta and flew past seventy footers downwind. A N/M 46 was first in class, a Santa Cruz 70 was second, and *Lightning* was third. The other boats in their class were a Trip 47, another SC70, a frers 50, two J125s, the Schock 40 *Swift*, an Andrews 68, and a N/M 43.

From Docile “Dandelion” to “Mad Dog”

S40 #9 PLACES SECOND IN CAL RACE WEEK

Schock 40 #9, originally *Dandelion* sailed out of Santa Barbara, has a new owner and a new name. The new owner is Ed Feo of Alamitos Bay Yacht Club. The new name is *Mad Dog*.

With Ed at the helm, Tom Schock calling tactics, and much of *SchockaZulu*'s old crew on board, *Mad Dog* placed second in PHRF A in California Yacht Club's Cal Race Week June 5 & 6. The regatta was sailed in light and extremely shifty conditions – conditions not particularly favorable for the lightest, smallest boat in the class. Saturday's racing saw huge velocity differences, and 30 degree shifts were not uncommon. The wind never got above 7 knots, so *Mad Dog* hardly ever moved its ballast off center. Sunday's conditions were a little nicer, but the wind still stayed under 10 knots.

Results- PHRF A					Total
Farr 50- <i>Margaritaville</i>					
1	1	1	2	1	6
Schock 40- <i>Mad Dog</i>					
3	3	4	1	4	15
Farr 39- ML <i>Black Knight</i>					
4	OCS	2	3	2	20
Dencho 51- <i>Arana</i>					
6	7	3	4	3	23
J/N ILC- <i>Terr's XL</i>					
7	2	5	6	6	26
LD 44- <i>Pendagon</i>					
5	4	8	5	5	27
Schock 40- <i>Cincos</i>					
2	5	7	8	7	29
Sydney 40- <i>Bull</i>					
8	6	6	7	8	35

The winner of the PH A fleet was the new Transpac 52 *Margaritaville* designed by Allen Andrews. With a rating of -63 she cleared the race course too fast to have much effect on the rest of the fleet, but it is really too bad they could not have raced in a separate class of negative-rated boats. Once she cleared the starting area, there was a really good race among the other “little” positive-rated boats.

Mad Dog's toughest competition was *Black Knight*, a Farr 39 skippered by Bill Friedman. Dave Ullman was tactician. The Schock 40 was also up against *Tera's X*, a J/N ILC 40, which was designed specifically for the windward/leeward courses sailed in this regatta. *Bull*, the Sydney Harbor 40 GP that was the overall winner on corrected time for the 2001 Transpac, was also part of the A fleet. They apparently found the conditions a bit too challenging. *Cincos*, the Schock 40 owned by Christian Morris had pretty rough regatta too.

An interesting note: *Mad Dog* sailed with the Schock 40's normal buoy racing crew of seven guys on Saturday; and on Sunday there were six guy's plus Steve Schock's thirteen year old daughter Catherine. We handled the tricky conditions with no problem,

and Catherine was a great “sewer” tender. *Black Knight* and *Tera’s XL* had ten or more, and *Margaritaville* had 15 to 18 crew on board. It is so great not to have to feed a herd!

Schock 40 #10 is on Its Way to England



Schock 40 #10 left the factory May 24, bound for a ship in L.A. Harbor. It is scheduled to reach England on June 29, where it will be commissioned and launched in time for a busy racing season that includes Cowes Race Week.



The boat sits low on a custom cradle, with the mast boxed separately



The strut and canting mechanism (foreground), the bulb, and the rudders

Schock 40 #10 Will Be Heading for England

In early January, Schock 40 #10 was put into production for Iain Hall of the Channel Islands in the U.K. It will have a stunning black hull, a full inventory of Ullman sails, and a skipper eager to go fast.

When asked about his sailing background, Iain told us that his parents started the first sailing school in the UK after WW2. His father ran a boat yard and was an RORC Class 1 champion. Iain was given a sailing dinghy “as a christening present”, and he sailed the Atlantic with his family when he was just four. This new Schock 40 owner reports: “I rowed and sailed long before I could ride a bicycle, and raced International Cadets from eight years old.” He participated in team racing in school, read Naval Architecture at University, and taught sailing during vacations. He has raced Cherubs, Fireballs, Lasers and a Flying Dutchman at levels from club to European and World championships.

After some time away from racing, Iain went back to racing about two years ago, entering his family cruising boat (a Trintella 51A) in a number of local events. All of the races were light wind – not a pretty picture in a boat displacing 50,000 pounds or more. Somewhere along the racecourse, he vowed to go to the opposite end of the performance spectrum. After seeing articles on the internet and in print, he launched a thorough research and selected the Schock 40.

Iain’s boat is scheduled to be completed in mid-May. After a couple of months of sail testing and crew training, Iain will enter his new Schock 40 in Cowes Race Week, which runs from August 7 to 14. Tom Schock (the builder), David Ullman (the sail maker), Matt Brown (one of the designers), and Tom Pauling (an experienced S40 bowman) will be part of the crew. Iain also has a two-handed race on the schedule and is looking at the Fastnet as a long term prospect. If planning qualifies as a measure of success, Iain is certain to be a big winner!

Schock 40s One Two in Santa Barbara to King Harbor Race

The 2003 Santa Barbara to King Harbor Race was awesome. All 130 boats enjoyed good wind from start to finish, with the lead boats finishing well before dark. It was a close reach to Anacapa Island, then downwind along the back side in relatively light and fluky conditions, and a broad reach to the coast where the breeze picked up to 25 knots. The Schock 40s, *Cincos* and *SchockaZulu*, sailed neck-and-neck from the start, coaxing each other along to cross the line 5th and 6th boat-for-boat. They corrected to 1st and 2nd in their division. They started at 12 noon and finished the 81-mile race at 8:10 and 8:12 respectively, hitting top speeds of about 17 1/2 knots.

Order of Finishes in ULDB-A				
Boat Name	Model	Rating	Finish Time	Corrected Time
Victoria 5	TP52 w/canting ballast	-96	19:19:47	09:29:23
Alchemy	Denco 70	-87	19:43:38	09:41:05
Sorcery	Mull +77	-48	19:57:05	09:01:53
Locomotion	Andrews 45	-45	20:06:17	09:07:02
Cincos	Schock 40	-21	20:10:07	08:38:28
SchockaZulu	Schock 40	-21	20:12:14	08:40:35
Cantata	Andrews 52	-18	20:29:53	08:54:11
Cipango	Andrews 56	-18	20:34:54	08:59:12
Azul	Santa Cruz 50	-18	20:38:43	09:03:01
Decbauchery	Farr 36 One Design	-27	20:41:31	09:17:58
Rio	Corel 45	-30	20:45:32	09:29:23

SCHOCKAZULU First in Class – Long Beach to Dana Point

August 30, 2003

This race has become a Southern California classic. People like it because it has a short windward leg and then a long starboard tack to an oil platform, which is usually a reach, and then a downwind course to Dana Point. During the late summer months, our wind is lighter and much more fickle. This year, the wind was even lighter than usual.

SchockaZulu was really, really slow off the line. We tried everything we could think of to get our speed up to normal, but nothing worked. As I look back, I feel certain we had something invisible, perhaps a plastic bag, on one of the foils. After clearing the Harbor entrance, which served as the weather mark, we backed down to clear the foils. After that, things began to look much better!

Debauchery, a new Farr 36 one design was a mile ahead of us. A demoralizing circumstance considering we had beaten them badly in the Santa Barbara to King.

Shockazulu First Monohull to Finish - Seal Beach to Dana Point

Tom Schock, in his Schock 40, was the third boat to finish in the 28-mile Seal Beach to Dana Point race on July 19. The two boats that crossed the line ahead of SchockaZulu were a Rogers 33 catamaran and Locomotion, a 45-foot custom boat. Locomotion was actually disqualified, making SchockaZulu the first monohull to officially finish the race. The Schock 40 corrected first in the 11-boat Sport Boat division. Of the 62 boats in the race, the best corrected time went to Whistle Wind, a Farr 55. SchockaZulu was second.

Crew of 2 Around Catalina Island

Forty boats entered SSYC's double-handed race around Catalina July 26. The Schock 40 SchockaZulu was the second monohull to finish the 90-mile race, correcting to second place in its division. First over the line was Neil Barth in his Open 50 (BOC 50). Neil was part of the Whitbird 60 syndicate and won the last ICC 40 Champs in "Growler."

SchockaZulu was sailed by Tom and Steven Schock. They had a terrific time and found the Schock 40 a great boat to sail double-handed. It is a simple, uncomplicated boat to race, the sails are relatively small and easy to tack, and the canting ballast helps keep the boat flat in the absence of big guys sitting on the weather rail. This was their first double-handed event. Just wait until next year!

After a 12 noon start, SchockaZulu finished at 1:45 a.m.. There was a 12-knot breeze at the start. This pick up to 15 - 18 as they approached the island close-hauled. The wind held during the downwind leg down the back side of the island, lightened at the east end, and pick up again for the reach to the finish line. A Santa Cruz 50 ("Chicekn Little") correct first in PHRF-A, "SchockaZulu" was second, and a really competitive Alan Andrews 45 ("Locomotion") was third.

This is the second time in a row that a Schock 40 was second in Class. Bill Menninger and Rich Matsinger sailing Cita last year. They were the second boat to finish behind Yasoo, a Transpac 50 and corrected to second in Class.

Lightning Wins Division in Chicago-Mac

Lightning (formerly Red Hornet and the prototype for the Schock 40) had a terrific Chicago-Mac race. They won the Open Division, beating the 77' Allen Andrews design, Alchemy. They were the last class to start, getting off the line over two hours after the first start. They hugged the shore and lost all site of the fleet during the night. When they crossed the finish line at about 2:30 a.m., they were all by themselves and dreaded turning the corner to the marina. Much to their surprise, there were only 16 boats in the harbor. Lightning was the 17th boat to finish boat for boat! There were 289 boats entered.

North Sails Race Week

June 21 - 22, 2003

SchockaZulu First in Class

After getting off to a shaky start, Tom Schock and his Schock 40 crew placed first in PHRF-A in Long Beach Yacht Club's annual Race Week. It was a really close race in light, choppy, shifty conditions. All five races were windard/leeward two or three times around. As a whole, the fleet was very competitive, with just one point between first and second place.

Tom feels really good about this victory because they came from fourth after the first day, and the conditions were the worst possible for the Schock 40. Second place went to High Five, a highly modified Farr ILC 40. It is one of the best sailed boats in Southern California and the most suited for the conditions in this event. High Five has had the interior ballast removed, making it about 1,000 pounds lighter, and it has a genoa.

RESULTS							
SchockaZulu Schock 40 Tom Schock	+6	3	6	3	2	2	16
High 5 Farr ILC 40 Ross Ritto	+18	4	2	5	1	5	17
Chance Paul Kent Farr 395	+24	6	1	1	3	7	18
Gold Digger Cantwell/Fell N/M 49	+12	1	5	7	4	3	20
Silver Bullet DeLaura/Colgan Farr 40	+12	5	3	2	6	4	20
Arana John Carroll Dencho 51	+15	7	4	6	5	1	23
Bull Craig McCabe Sydney 40	+9	2	7	4	7	6	26

Up wind, SchockaZulu wasn't quite as high as High Five but was sailed faster; and of-the-wind the Schock 40 just sailed away from High Five. A well-sailed Farr 395 from San Francisco was third. The rest of the results are listed below. Gold Digger and Arana are big, old IOR boats. At times they can be pretty tough competition, but for the most part they are not well sailed. Silver Bullet, an unmodified Farr 40 is generally in the upper third in the Farr 40 fleet but was just off the pace in this regatta.



The Sydney 40 has extra long spinnaker poles and masthead asymmetrical spinnakers but couldn't go either up wind or down wind with the Schock 40. It was the overall winner of the 2001 Transpac Race.

Schock 40 First in Division

Cita, the well-recognized yellow Schock 40, was the big winner of her division in North Sail's Race Week in Long Beach last weekend. Eleven boats competed in Division III, PHRF. The entries ranged from the Farr 39 Black Knight (winner of the Ahmanson Series out of NHYC and Cal Race Week) to the Denco 51 Arana.

Friday's races started at 2:30 in the afternoon, with winds in the 18 - 22 knot range. Vim and High Five got off to a great start, each with a first and a second for the day. Saturday was light and very shifty. Cita shifted into high gear and placed 1, 2, 2 to take the lead. Sunday's races were 8 - 10 knots, and Cita placed first and second to take the regatta by ten points over the second place boat. She was first to finish in six out of the seven races. SchockaZulu ended up fifth in division, and Christian Morris in his Schock 40 Cincos was ninth.

The next race for Cita is the Santa Barbara to King Harbor Race. Then she'll go to the Big Boat Series in San Francisco and Key West Race Week in Florida next January.

Photo by Rich Roberts

2002 CHICAGO/MAC

A Letter from Ron Nolan - Schock 40 #5

I'd like to give you a recap of our recent participation in the 2002 Chicago to Mackinaw Island race July 20/21.

We started the race in an 8 to 12 knot easterly. Since the rhumb was approximately 23 degrees, much of the fleet set a jib and held pretty tight. We set a Code O as soon as we were well clear of the start line and sailed somewhat east of the rhumb anticipating a southerly back with more velocity. For the first five hours we stayed in the moderate winds and maintained boat speed in the 8 to 10 knot area. By late afternoon the wind began to back and increase in strength. From approximately 1700 hrs on Saturday until 1300 hrs on Sunday we were sailing in 15 to 25 knot wind out of the south/southwest. For the first 225 miles of the race we averaged over 13 knots of boat speed. During this time we had peak winds of 28 to 30 with waves in the 3 to 5 ft range. Our top speed was 18.5 knots. We endured one knockdown, but the boat popped right back up when we centered the keel, and we lost no time.

At that point of the race we were well ahead of our competition (closest class boats were 15 miles behind). Unfortunately, we ran into a patch of light winds (4 to 6 knots) that lasted for approximately 2 hours. This allowed the boats behind us to catch up. Finally, the wind picked back up for us and we were able to pull away again.

We continued to sail in 15 to 25 knot winds at high speeds for the next 4 to 5 hours. We blew up our AP spinnaker but put another back up immediately without hesitation.

At about 1700 hrs Sunday we were approximately 5 miles from Grey's Reef, a narrow channel 1/2 mile wide by 2 miles long with 5 ft depth of water on each side. We had weather confirmation of a major storm front moving through the area at approximately 50 miles an hour toward us. Reported winds were 50 to 70 knots. We saw the black wall of the storm approaching us from the North and were able to get our spinnaker down before it hit. The front edge hit us at 50 to 60 knots with our main fully up. We sheeted fully out with the ballast fully canted to weather and took the blast. The boat shuttered but took the blast and started planing toward the reef opening at 20 knots. I couldn't believe how well the boat was taking the conditions but I knew that if we hit the reef we were in big trouble so I ordered the main down to ride out the storm. The high winds only lasted 15 to 20 minutes but what a blow!

We pulled ourselves together and got our sails back up and finished the race at approximately 2300 hours Sunday night. What a ride!

During the storm, several boats suffered major damage. The 78 ft yacht SASSY lost its entire rig and was pulled in. I saw much carnage at the dock Monday morning as I walked around. It was not a pretty sight. But I can't say enough about how well J SWIFT held up. There was never a time that I had any doubts about how solid our boat was and how well it took the constant pounding of this high wind race. You can be proud of your product. Keep up the good work, pal.

Best...
Ron

SchockaZulu First in Class

NHYC Ahmanson Series

April 20 & 21, 2002

Stunning race conditions with winds from 10 - 12 knots on Saturday and 12 - 15 knots on Sunday greeted this year's Ahmanson fleet. Tom Schock and Glyn Davies sailed their red Schock 40 to a first in PHRF-B. This was a pretty amazing feat considering the Schock 40 was by far the smallest boat. They crossed the starting line with Margaritaville (a 50' IOR design), Wasabi, (a 48' IMS design), Chayah and Its Okay (IOD 48s).

The courses were windward/leeward with 1.6-mile weather legs. On Saturday, the committee sent the fleet two times around in each of the three races. On Sunday they increased it to three times around. The Schock 40 finished with two firsts, two seconds, and a fifth.

RESULTS				
			Rating	Points
1.	<i>SchockaZulu</i>	Schock 40	+6	11.00
2.	<i>Chayah</i>	IOD 48	-24	13.00
3.	<i>Its Okay</i>	IOD 48	-24	16.00
4.	<i>Wasabi</i>	48' IMS	-27	16.00
5.	<i>Margaritaville</i>	48' IMS	-21	18.00

2001 Santa Barbara to King Harbor Race

Cita Wins Schock 40 Class and First Overall!!!

This report is compliments of George Twist:

August 3rd 2001 Santa Barbara to King Harbor Race

It wasn't as exciting or as dangerous as last year, but it was much more satisfying.

The very fast racing yacht CITA won the Schock-40 class and her corrected time of 9:06:29 was better than any of the other ULDB or PHRF entries. It may not be too surprising to some of you that she won, but her margin of victory was so astonishing that even someone with my inflated ego has a hard time believing it.

Lets get to the details:

Jimmy and his team delivered the boat on Monday so we could send up a team and race the Santa Barbara Wet Wednesday a few days before the actual race. This was done at the urging of Neville Price a new owner of a Schock 40 in Santa Barbara. We sent up a contingent of fifteen people, eight to race and seven to party, and had to typical Santa Barbara race. Except this time it was Neville's boat Dandelion that got bogged down in the kelp and Cita kept relatively clear. Anyway, we never got the chance to really compare boat speed, but we had a delightful evening sail with mostly novice crew.

Thursday: As we were preparing to leave the harbor to look at some sails, we discovered that our engine was overheating. This caused a minor inconvenience which was quickly solved by a courier from Newport Beach, parts arriving at 10:30 PM, two mechanics working all night, and a working engine being installed ten minutes before we left the dock to race. Jim Drayton did seem a bit haggard in the morning, but the rest of the crew had a pleasant evening.

Friday: The morning weather was light and gloomy. The talk around the dock was that we should be prepared for a long race. There was even some discussion of packing some extra food for breakfast Saturday morning. I didn't know how to tell the crew that not only was I not going to bring food for a breakfast the next day, I hadn't even brought food for that night's dinner. I just figured that a hungry crew was a fast crew. We had our own Schock-40 start five minutes after the ULDB A class. Schockazula and Secret Squirrel battled too early for the pin end of the line and left us an opening which we squeezed through. By the time they cleared we had a few boat length lead over the fleet. We had trouble unrolling the code zero and Schockazulu took a short but temporary lead while we were messing with the sail change. We kept well below rum line to Anacapa, changed to the large spinnaker after an hour or so and sailed a near perfect course in rounding the island. We approached low and were reaching hard and fast while many of the other boats had gone too high were running down to the Island with little speed.

For this I credit Dave Ullman and Bill Menninger. They may have over forty Santa Barbara to King Harbor races between them and they know where to be at all times. We just kept the boat moving fast in the right direction. It really was very simple.

Once we rounded Anacapa and the breeze began to freshen we felt pretty good about our race so far. The other Schock-40's were bunched about a quarter mile behind us. And we had sailed up into the middle of the ULDB A fleet. On the way back from Anacapa we reached high on port tack with the big spinnaker to a point near Point Dune where Dave and Bill agreed that the wind would change in our favor. Even though we reached higher than any other boat around us, if there was any point in the race we could have improved, it was that we should have sailed one degree even higher. Once we reached the wind influenced by the mainland and jibbed to Starboard the fun really began. We were now sixty miles into an eighty-one mile race and were identifying boats that did not want to see us at this point. Yassou, the new trans Pac 52 barely crossed. Pendragon did not. We jibbed several times with the eventual ULDB A winner Locomotion, and felt we could see everybody except Magnitude. At the same time the Schock-40 group was no longer visible with the naked eye behind us.

If only the wind would hold. Dave would not let anybody even begin to mention the possibility of a quick finish. I think he feels it might be bad luck.

The wind did lighten from a high of 16 knots to about 7 knots. And it became very shifty. We started seeing thirty degree shifts about the same time we saw the early lights of King Harbor. We managed to stay pretty much in phase with the wind shifts and made about fourteen jibs in the last hour of the race.

As we approached the rounding buoy at King Harbor we had Grand Illusion and Locomotion to show us the way. They both attempted to fly their spinnakers all the way through the finish line inside the breakwater and were forced to douse early and actually crossed the line under mainsails only. We put up the jib top dropped the spinnaker a little earlier and finished with a head a steam under full sail. Advantage Cita.

We finally saw evidence of the potential speed of *CITA*, but a rudder shaft bearing that Harken had redesigned from metal to plastic kept us way from the trophy presentation.

The leg from Santa Barbara to Anacapa saw us go from a poor start behind the other S-40s to a quarter mile lead by the time we reached the island. The key was sail selections. Light air 6 to 8 at the start we chose jib top, as did the other S-40s. The sail sequence then was Jib top at the start, to code zero, to class spinnaker, each time using the jib top as a staysail. As the wind increased to 16 knots we dropped the staysail so we could head a little higher under spinnaker alone and the for the final mile jib top only as we had to make some distance windward to clear the island.

Dave Ullman had already proved his worth by urging patience, staying low, going fast, and keeping lots of sail properly trimmed. But he really added big time on the take down of the chute. Try to follow this: lazy sheet to leeward over the boom under the foot of the main, completely release the tack line, let it run out, no knots. Haul the spinnaker over the boom to the main cockpit; don't ease the halyard until the foot of the spinnaker is in the boat. Net result, full speed, heavy wind, wind forward of beam, leeward take down in about 20 seconds with ease of effort

As we rounded the island we set the big spinnaker, ran down the island did three jibs at the right time and found ourselves clear of the lee, back in the main channel headed for point Dune in the company of boats we normally only see at the start

Then the fun really began, as the wind instruments started showing 20's true, with our big spinnaker and jib top, we way a lot of 17's and 18's on the speed indicator, and S40's getting smaller and smaller on the horizon behind us. As the wind hit 25 plus, we started seeing sustained 18's and some 20's on the speedo and almost every body getting real small on the horizon behind us. This includes the sleds, *Medicine Man*, *Falcon*, *Christine*. Only *Pendragon* and the new Andrews 45 (name slips me) were ahead.

We were grinning the biggest S.E.G.'s imaginable and secretly wondering how many minutes after seven we were going to finish the 82 mile race

And then, and then, steering became an issue. Bill Menninger casually mentioned that he had missed surfing that last wave because there didn't appear to be significant correlation between tiller movement and boat direction. Actually, his words were "John would you like a turn on the helm."

After an attempt at spear fishing with the spreader, a cut spinnaker halyard, a little shrimping, we were back on course under main alone, still doing 12 knots and going any which way the boat wanted. We sailed this way for 20 minutes and came up with no way to adequately repair the problem, so we dropped main and motored.

About an hour later, 2 of the other S-4-'s came by. *On Point* jibbed within a few hundred yards of us and put on quite a show. In that breeze and waves it is extremely difficult to bring the main across in a jibe. If they had to do it over again, they would drop chute and tack. They might have been forty-five minutes better off by doing so.

I have now completely lost track of the purpose of the message, except to say we had fun, the boat performed amazingly well, a simple part prevented our finish, the boat will be ready for Wet Wednesday and PHRF.

