

## fleet 13 thermopylae regatta

by Mike Sharp

Winter racing has begun for Fleet 13. Yummy. On October 19-20 14 Cal 20s showed up for Thermopylae regatta and I gotta tell you, for some it was the best of times, for others, well a hearty, "Thanks for coming out!" was their reward. No prevailing westerlies, no sir, we got to race in a fluky, shifty northerly in misty, at times foggy conditions. Conditions this sailor feels are sufficient grounds for walling off Cadboro Bay, paving it over and then have everyone go home for a nap.

We had three boats over from San Juan Island, GOT'T'RUN, SUNSEEKER, and METRICAL which, of course, legitimizes Fleet 13 as a truly International Fleet. Seriously, we sure appreciate the effort it takes for them to come across Haro Strait, while hardly an offshore passage it certainly is not on the other side of the bay.

Day one was light, fluky, shifty, misty, foggy and gray. Nice. Just try and find a lane. At the weather mark all 14 of us would converge like sharks after meat and then head downwind, a large blanket capable of covering the entire Fleet. Gybe to clear your air? Uh uh, there are six boats over there. Reach up to clear your air, no sir, do not even think about it, there are six boats doing the same thing. Grit your teeth, drift downwind and go to your happy place. A place of sun, fresh breezes, and boat speed.

Hmmmm.... I like it in my happy place. Now to be fair, some boats like these conditions and BLUEBIRD was one of them, coming out of the day with two firsts and a third. KELSIB also faired well, a first, second and fourth to her credit. The rest of us? Well there was always going home to look forward to. Ah, a nap.

Day two was light, fluky, shifty, misty, foggy, gray and to really uplift your spirits it even rained at times. For BLUEBIRD, things did not go quite as planned on day two as they found themselves back in the gas, nowhere to go, oh the horror. KELSIB stormed off with a first and a third and with thunderous applause echoing off

the shores from the many throngs gathered there (Victoria's mist is renowned for it's



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rejuvenating properties, drawing people from around the globe. It's true.) came home first overall. BLUE-BIRD took

second and GOT'T'RUN from San Juan Island took third. I'd say it was delightful racing, which it was, if it wasn't for the monochromatic conditions and 200% humidity. Did I mention it was fun. Well it was. "Look at me, I'm smiling." And now Winter series racing begins in earnest, actually

# from the president

*Glenn Selvin*

**T**his is going to be a great year for the Cal 20 Class Association! I'd like to thank last year's board for asking me to head up the class association this year, and must say

I'm really looking forward to getting started! We have an awesome board in place, made up of dedicated Cal 20 sailors and racers alike and all looking forward to putting some real leadership into the class to help it grow and thrive. With the 2003 Class Championships being held in Long Beach, we have a chance to really get behind the inertia of a Southern California championship regatta, which can only do great things to promote our little boats. But we're also going to focus on making it easier for our northern neighbors to join us down here next summer to truly round out the event.

However, championship racing is not going to be my goal, instead, my mission is going to be that of class building, because we're facing some obstacles as we go into the new year. We have a couple of disgruntled fleets, and their issues need to be resolved so that we keep those fleets and all of their members, in the association. Part of the history in our class has been the relationship with our fleets, who continue to promote Cal 20 sailing in their local bays and harbors. I have swapped e-mails with one of the fleets, and while

they're having their own internal problems, a great many of them wholeheartedly support the Class Association, and are staying on and supporting the class. I visited with another fleet during their annual meeting, and the entire fleet accepted the Class invoices, with the intention of rejoining the class. That was the Newport Beach fleet, long dormant, but now trying to regrow and reinvent themselves as they become more involved on a national level.

We're also facing the collection of association dues as another obstacle. Part of the reason that our numbers have dropped is because while the local fleets are collecting the dues, they're not sending in to the association our part. Thus, we're not only losing revenue, but our association membership is way down because we have no way of recognizing who members are if the local fleet captains don't send in the names and the

dues. Thus, as you've probably received by now, we've decided to send out our own invoice, strictly for the association portion. If people only want to pay their fleet dues but not pay the association invoice, that's strictly up to them. But we're going to quit giving away our services, so if members choose not to pay their association dues, they also won't receive the Cal 20 News, bylaws, etc. But please, pay your 2002 dues if you haven't, and please pay your 2003 dues! Support your class!

We've also had problems with our website, which everyone knows. That has been an ongoing struggle, with ISP's going of business, backups not working, and so forth. Doug McLean, vs. merely being past president as a title, is being empowered as our new association Webmaster, and he and I have had many conversations in terms of spending the money to start all over again with a new website, and then paying a true professional to maintain it for us. Doug is a real website guru, so I'm going to call on him to really take charge of rebuilding and maintaining our website. With that, we have a brand new website, with a great looking template. We still have a ways to go, and have more to load onto that website, but already we're getting a lot of hits on a weekly basis. Stop by and check out the revamped website, and thank Doug if you talk to him, because that's all his doing!

...continued on page 3

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# editor's report

As you'll notice, there is no Editor's Report, as currently, we have no Editor. Due to time constraints on a personal level, Bobby Frazier is unable to continue his tenure as Editor of the Cal 20 News, and was unable to put out the December issue. As such, you'll notice that this issue is mighty thin, and that it's also two months late.

To say the least, we're looking for a new volunteer to take over putting out our quarterly class newsletter. But here in lies the problem. After my three years of putting out the News, I had to beg a LOT of people before Bobby agreed to take over, and that didn't work out. Personally, I'm about out of people to ask, though all of us on the Board are putting out feelers, looking for someone to be our Editor. If nobody within the entire class association can step up to the plate and take over, then our News will simply consist of what ever submissions are offered to us from the membership of the Cal 20 Association. This would include the fleet reports, and whatever photos and articles people wish to submit. But, with no Editor, there will be nobody begging for this stuff, and nobody making the calls. Sharon, our lay-out guru, will only be laying out what she's received.

I don't want to sound bitter. Somebody has to step up to the plate. I enjoyed my three years as Editor, because it allowed me to call and meet a lot of people, and allowed me to ask the questions of people, as Editor, that I'd not be able to ask on my own without sounding like a pest.

If anyone would like to take over as Editor of the Cal 20 News, please let me know. In the meantime, please e-mail all articles, fleet news, and other contributions to Sharon Pearson at sharonpea@aol.com and/or Glenn Selvin at ghselvin@ix.netcom.com.

Thank you from the Cal 20 Class Association Board of Directors



## from the president continued

We're also actively looking for an Editor for the Cal 20 News, and I'm hoping that someone from the Class will ante up and take over that which I took so much pride in for the past three years before becoming your President. Bobby Frazier took it over, but personal restraints precluded him from taking it on. You'll notice that the paragraph under Editor's Report seems a bit harsh, and its meant to be. Somebody needs to take over the News, or we're not going to have one, except maybe some fleet reports that people sent in under their own initiative. Its not as time consuming as one might think, and I personally had a lot of fun doing it! Please, maybe someone from Portland or Canada, step in and have fun with it. Its strictly done by e-mail, and can be very rewarding!

But remember why we're all out here, which is to have fun! Last fall, I raced ABYC's Halloween Regatta. I've got to say we had a great time, and really enjoyed racing against our friends. We did well, finishing right up there, and sometimes ahead of several past class champions. In fact, there was this one race where we just nailed a killer wind shift, and found ourselves (way) ahead of three past class champions! As a dyed in the wool middle of the fleet, it reminds me of why Cal 20 class racing is so much fun! So support your class, do the best you can to maintain these little old boats, and just come on out and enjoy yourself!

See you out there!

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# thermopylae

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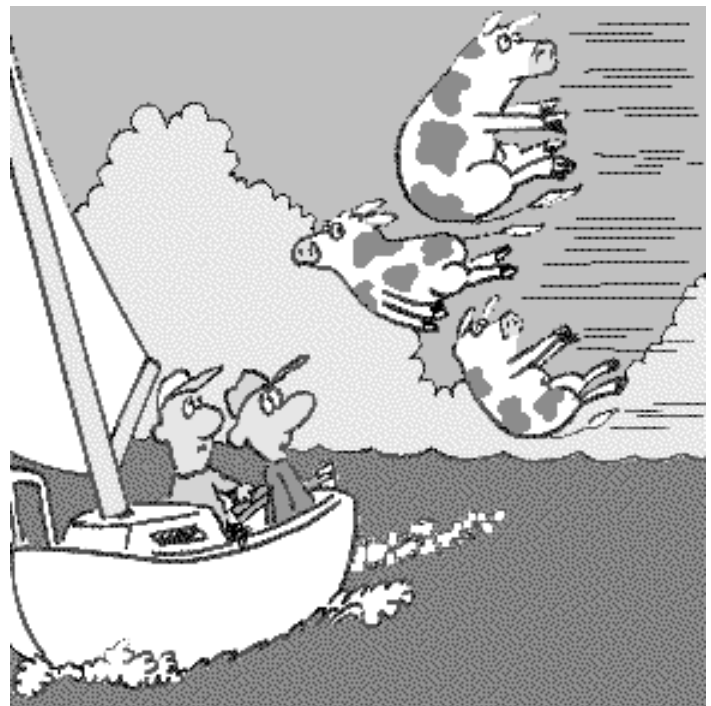
in October, and I for one can hardly wait. So it goes for the rest of the Fleet and I know I speak for them on that matter.

So much sailing, so little time. From 48.33N and 123.30W I bid you adieu. See you on the water, if not sooner.

Mikey



*Photos for this article from:  
Andrew Madding  
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# thermopylae results

## Fleet 13 - Victoria B.C.

Boat	Sail #	Skipper	R-1	R-2	R-3	R-4	R-5	Total	Place
Kelsib	29373	T. Lowdon	2	4	1	1	3	7	1
Bluebird	911	B. Marshall	1	1	3	8	7	12	2
Got T Run	47	L. Bacon	3	9	6	4	2	15	3
Alga-Y	111	P. Vivian	11	5	2	3	5	15	4
Metri-Cal	476	S. Luther	8	7	5	2	6	20	5
Troubador	997	D. Bond	5	2	7	6	8	20	6
Clio	998	M. Prinsze	7	3	11	7	4	21	7
Sunseeker	690	J. Raub	6	6	4	5	10	21	8
Miss Scarlett	924	A Harley	15	12	9	11	1	33	9
Strait Shooter	183	M Sharp	4	8	12	15	13	37	10
Calvin	1736	P. Bradford	9	11	8	10	12	38	11
Rock N Roll	968	G. Porter	12	10	10	9	9	38	12
Lemon Pie	915	S. Stewart-Blair	10	13	13	12	11	46	13
Dandelion	179	C. Reiter	13	14	14	13	14	54	14

# so cal champs results

BOAT	SKIPPER	CLUB	R1	R2	R3	R4	R5	TOTAL
1 Colleen	Jib Kelly III	CBYC	2	6	3	3	4	18
2 Vienteseis	Chuck Clay	ABYC	8	7	2	1	1	19
3 Lickety Split	Ron & Mike Wood	ABYC	7	1	4	5	6	23
4 Sluggo	Bill Schopp	CBYC	1	3	6	4	10	24
5 Happy Camper	Ken Dair	CBYC	5	10	1	6	3	25
6 Djembe	Bryan Dair	CBYC	9	8	5	2	2	26
7 What A Hoot	Burr Hope	KHYC	3	9	9	7	7	35
8 Annie	Mick & Marlene Shlen	KHYC	6	5	7	9	8	35
9 Farfromoven	Mike DeBrincat	CBYC	10	4	11	10	5	40
10 Shoots	Don Zinn	CBYC	4	2	8	15 DNS	15 DNS	44
11 Road Rage	Mike Lamb	CBYC	11	11	12	11	11	56
12 Rambunctious V	Chuck Manning	CBYC	12	13	10	12	12	59
13 Quick Response	Brian Morillo	CBYC	15 DNS	15 DNS	15 DNS	8	9	62
14 Four Kids	Hiro Namikawa	CBYC	12	12	13	15 DNS	15 DNS	67

# preseason preparation

## for race boats



by Dean Brenner

**A**s you begin mapping out your racing schedule for the upcoming season, it's a good time to consider what improvements you can make that will impact your results on the racecourse. New sails? Sure! Good, consistent crew? Certainly! A smooth, clean, bottom? Absolutely!

But what else can you do? How about a more diligent and thorough boat maintenance program—one where you routinely check your equipment and find problems before they actually cause you to retire from a race or hinder your performance. Because there are so



*Regular maintenance of your boat during the season will keep you out of trouble, and that alone can translate to better scores.*

many aspects of sailboat racing that you cannot control, it becomes very important to control the things you can. Equipment preparation and maintenance is absolutely within your control.

During our Soling Campaign from 1995 through 2000, my teammates and I spent a significant amount of time working on our equipment. At times, the ratio of work hours to sailing hours was about one to one. Occasionally, the ratio was even higher than that. And it paid off. In six years of Olympic level racing, we never once had to withdraw from a race because of broken equipment. What follows here are excerpts from my notes on equipment maintenance, from setup and preparation to routine maintenance, as well as a list of tools we kept in our toolbox. Some of the comments only apply to boats that are kept on trailers, and the suggestions are made on a regatta-by-regatta basis. In general though, this list can apply to any boat. Even if you only go through this process once in the spring before you launch your boat, it can help a great deal. I recommend that you go through the process once or twice more during your racing season. I like to think about boat preparation in three steps for each part of the boat: cleaning, inspecting, and preparing.

### Mast maintenance

#### Clean the mast

- Hose down your rig to remove any road grime or grit.
- With a clean rag, wipe down the mast with acetone or another solvent.
- Wipe down the shrouds.
- Buff and polish the mast, but if you think there's a chance you'll need to ascend it, don't do it.

#### Inspect the mast

- Check all halyards for wear, specifically the part that bears on the sheave the most.
- Check the sheaves for sharp edges, loose rivets, or fasteners, and lubricate them.
- If you have wire shrouds, wipe them down with a tissue to see if there are any stray strands that might shred your spinnaker. If you find any, snip them off or file them down.
- Check your spreader tips for wear or sharp edges.
- Check the fasteners that hold your shrouds to the mast.

#### Prep the mast

- Retape the spreader tips and any cotter pins or rings keeping clevis pins in place.
- Make sure you take care of places where a topping lift or a spinnaker can get caught. Specifically, we always ran a small piece of shock chord between the lowers near the top of the shrouds so that nothing could get wedged in between the lower and the mast. I would also consider putting some rigging tape across the front of the mast between the spreaders, to cover up the gaps between the spreaders and the mast.
- Make sure your spreaders are in the mast firmly, and that they're even in height. You don't want them working loose or swinging even the least bit.
- Make sure your masthead wind indicator is fixed securely. This is an expensive piece of gear to be replacing often.



*Regular inspection and maintenance of your mast and rig can ensure that you don't end up like these sailors.*

## Hull Preparation

### Clean the hull

- Before you do anything else, make sure you clean the boat and remove any grit or road grime. I would hose the boat down first before you put any sort of a brush to it. If there is some grit on the hull, and you start running a brush over it, you will scratch your boat.
- Once you have hosed it down, wash the hull with a good brush and some basic liquid soap. You should have a brush that is only used for washing the bottom of your boat. And be careful where you rest the brush down, you want to avoid getting dirt, sand, or grit in the bristles.
- Depending upon the size of your boat, you should also think about taking the rudder out from time to time, checking the bearings for wear, cleaning the shaft, and removing grime from up inside the hull. You will also want to clean and lubricate all the fittings between the rudder post and tiller. If you ignore this area for long periods of time, the fittings could seize up and make it difficult to get them apart.

### Inspect the hull

- Check over the whole boat for chips (from the drive), scratches, and cracks in the gelcoat, etc. Usually a little wetsanding will take care of most of these problems. If you're not sure how to handle a particular problem, get some help first. There's a wealth of information available here at SailNet.

### Prepare the hull

- If you have bottom paint on your boat, think about a little wetsanding. (If you don't have bottom paint on your boat, go directly to the next step). You can always make your bottom smoother! I would recommend using a block for the paper, rather than simply holding the paper in your hand. Your sanding will be more even that way. The grit of paper you use is somewhat dependent on what you have used already during the season. In general, you can't go wrong sanding the boat with 400, 600, and 1200 grit paper, but there is no hard-and-fast rule here.
- Next, I recommend buffing and polishing the entire hull. On the Soling, I would buff the entire hull, before every regatta, with a Makita buffer and 3M Rubbing Compound, and then 3M Polishing Compound. Then, I would polish the entire boat one final time with Starbrite Teflon Polish.
- Finally, if you have Elvstrom bailers, open them up while in the parking lot, clean them out, and put some Vaseline on the edges. And work them in and out a few times to get them working smoothly.

## Deck Preparation

### Clean the deck

- As soon as you arrive for a regatta, wash the deck down to remove dirt etc. (You should also be in the habit of hosing the boat down frequently during the season, and every time it comes out of the water. Make sure to focus on areas that get wet while sailing and that can accumulate salt. And spend some time hosing down all the moving parts underneath the deck.)

- If you have systems contained in the fore and/or aft tanks of your boat, you should take the hatch covers off once in a while and spray some fresh water on everything.
- Make sure the boat drains and your bilges and tanks are dry. If you find water in the fore or aft tanks more frequently than you think you should, check areas where water might be leaking. You might have some deck fittings that need to be taken off, cleaned, and remounted.

### Inspect the deck

- You should spend time, frequently, going over every moving part on your boat. Check the blocks, the cleats, the line, etc. for wear and to make sure everything is running smoothly. We had a rule on our boat that if any of us thought a piece of gear needed to be replaced, it got replaced, even if the others disagreed. Now this may not be necessary for your summer series, but the point is that eventually your deck hardware ages and needs to be replaced so keep an eye on it.
- Spend time climbing around underneath the deck with a flashlight, looking for cracks, pins and rings that need to be replaced, and fasteners with missing nuts, etc.

### Prepare the deck

- Make sure your tracks (main traveler, jib traveler, and even shroud tracks if you have them) have been well cleaned and are salt-free. Then lubricate them well. I always used McLube on all of our tracks.
- Retape any rings, pins, or bolts that are likely to catch something like a spinnaker. If you have spinnaker bags or bins on your boat, specifically look for things around that area that might snag and tear your kite.



Once you've set up your on going maintenance program, you can turn your focus to on-the-water performance.

OK, so boat maintenance and preparation aren't always the most enjoyable part of sailboat racing, but I am sure you will agree that one of the least enjoyable parts is having to sail back to the dock after retiring from a race due to broken equipment. Just think of these tasks as ways in which you can ensure that you'll have more fun on the water. So divide up the jobs, hand out some beer, and get to work. The quicker you get it done, the sooner you can go sailing. Good luck and sail fast!

## Detroit, MI

by John MacElwee

Greetings from Michigan, where we enjoyed a warm, comfortable summer that turned directly into winter. There was no autumn to speak of. The only Cal 20 fleet east of the Mississippi River is based at Crescent Sail Yacht Club in Grosse Pointe Farms, a suburb east of Detroit, and located on Lake St. Clair.

Lake St. Clair, the smallest of the Great Lakes, is the little dot between Lake Erie and Lake Huron you see on the weather maps. Fortunately, or unfortunately, the water level for Lake St. Clair returned to a more normal height this summer after being down in 2001. While the Cal 20 fleet didn't sport the t-shirts that CSYC Thistle sailors wore (Thistle: The Low Water Alternative), we were hoping that some of the owners of bigger boats (J35s, Tartan Tens) might trade down to a more reasonable (let's say 3'5") draft, but that didn't happen.

On to the racing. With a Monday double handed series in June and August (utilizing 150 to 180 genoas), a Wednesday evening series (class jib) and Sunday Series (utilizing a spinnaker once per month), in addition to various other club races on Memorial Day and Labor Day as well as the Detroit Regional Yacht Racing (DRYA) events including the prestigious Crescent Regatta, there were more than 35 days of racing.

While there was more consistent participation among the regulars in racing than in past years, for the most part fleet racing was limited to five boats, which is unfortunate considering there are twelve boats in the CSYC harbor. Sadly, we lost one of our longtime members — Past Commodore Dennis Cazabon — at the beginning of the summer. Dennis's son Bob, an exceptional sailor who usually skippered Papa-San, will campaign the boat next year.

It was great to see John Young back in action this year with the sparkly and beautiful Turtle Sloop. (I love the boat but hate the name!) And while we were hopeful to see Bob Lewis race either one of his two boats this season, we are expecting his participation next year as we are for longtime Cal 20 sailors George Peterson, Jerry McNamara, and Les Anderson.

The overall winner for the fleet (based on the Wednesday and Sunday series) was Lorne Sherry. This was hardly a surprise as Lorne established himself early in the summer, and after his monthly retreat to his native homeland — Prince Edward Island, returned in full force. Lorne, a retired automotive engineer and former Tornado and Renegade (iceboat) champion, is the patriarch of a famous sailing family that includes sailing sons Kevin and Ron (current world champion for the DN iceboat), and daughter Loretta Rehe, who disappointingly traded her Cal this summer for a Morgan 24. (Loretta promises to replace her father on Elf when he and his wife Helen go to PEI.)

Lorne is a very aggressive and assertive sailor who loves to sail above the line and dip down for the start. Fleet Captain Bill Sporer and I have made a pact for next

year that will focus on giving Lorne, who loves to say "I am not going to let you in", a taste of his own medicine! Bill, who won the August Monday double handed series, was close to Lorne in the overall standings, and trounced all others in the Crescent Regatta, helped by the fact that his son-in-law, Tom Schwandt, a sail maker from Kent Sails was aboard. Bill is also really the only one who can set a chute smoothly.

A mention should be made of the dedicated crews who greatly helped to improve the level of racing this year — Jeanne Bertelsen with Gene Bertlesen (Gene was the 2000 champion, but apparently made a secret deal with his wife that they will only sail in winds above 3 knots which eliminated August); Ted Johnson with Bill Sporer, Wendy Williams with John MacElwee; Marie Mainwaring with Lorne Sherry, and Rosemary Young with John Young. We look forward to next season, and building our fleet by converting day sailors into racers. After all, to quote Lorne Sherry in the Grosse Pointe News, after being named "Grosse Pointer of the Week" a couple of years ago — "it's not sailing unless it's racing!"

### Fleet 11 — Top Five Overall Finishers for 2002

- |                   |              |
|-------------------|--------------|
| 1. Lorne Sherry   | Elf          |
| 2. Bill Sporer    | Escape       |
| 3. John MacElwee  | Spyder-Cal   |
| 4. Gene Bertelsen | Sirius       |
| 5. John Young     | Turtle Sloop |

## Victoria B.C.

by Mike Sharp  
with Harry Marshall

On October third Fleet 13 lost one of its very best with the death of Harry Marshall. Harry's love of the sport of sailing and his dedication to the minute details of the Fleet were without equal. We, as a Fleet, have not only lost a wonderful competitor and untiring member of the executive but a close and special friend. In the week before his passing Harry sent out a couple of e-mails. Here is

Harry's account of our annual Long-distance Race, in which his enthusiasm and joy of sailing are very apparent.



"Quick note to keep you informed, the race was a zinger. Gave ourselves a rabbit start. Seven boats. Worked really well and easily. A flood tide, brisk SW wind, away we went in overcast but warm weather. Tight packed to Baynes which was lumpy, then turned N in choppy seas with building wind, spread out on the run up to Zero Rock, all going well. Neil Counter 1st around then Bill and Tom; next tier was me, Mike Weir, Peter Coy and

Peter Bradford all in a bunch. Took us just about 60 minutes to Zero — all going like trains. 'Kelsib' and 'Troubador' tried their 'chutes at Baynes -too lumpy, wouldn't set. In any case all were going hull speed on jib and whisker pole, Close fight all the way back, beat and reach in what should have been an ebb but seemed more like a dying flood- except Baynes where the flood was

going well! Bill won, Tom just beat out Neil, then it was Mike Weir, Peter Coy, me, and Peter Bradford - all close. Steve Lowdon handed the trophy to Bill Marshall. An absolutely Great sailboat ride, all agreed! Tony Marshall and Fred Poustie sailed with me- all took turns on the helm and all had a fine time. Here endeth the sermon for Sunday the 29th September!! See ya, Harry."

Fleet 13 was a better group with Harry Marshall in the fold, always working behind the scenes. There is not one of us who could not relate a wonderful Harry Marshall story and we all counted him a near and dear friend. On October 16th we will gather at the Club to celebrate his life and his inestimable contribution to the sport of sailing and comradeship.

We'll miss you Harry. So very much.



**Fleet 13 Round the Buoys Regatta  
January 19, 2003.**

*Photos by Bowshots Productions*



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## **2003 Cal 20 Class Championship August 15-17 2003 (Junior Championship on August 14th) Long Beach Yacht Club Long Beach, California, USA**

Long Beach Yacht Club is proud to host this year's class championships in the competitive waters adjacent to Alamitos Bay. We encourage last year's competitors to participate in this year's event. We anticipate even more boats participating.

Long Beach, California, USA, is a perfect spot for a family vacation. We are minutes away from Disneyland and Knott's Berry Farm theme parks. We have the beautiful California beaches footsteps away.

Our neighboring club, Alamitos Bay Yacht Club, hosted the championships a few years ago and will be an active participant in this year's regatta.

If you enjoyed last year's exciting regatta at RVYC, please consider attending this year's championships August 15-17, 2003 in Long Beach, California USA. We are in the process of securing affordable housing at a nearby hotel. In addition, we are gathering a list of host families in the area.

Planning is already taking place for this regatta. We want to make the 2003 Cal 20 Class Championships the best yet. Any suggestions and/or comments are appreciated. Please contact Bobby Frazier at [Bobby.Frazierpga@Verizon.net](mailto:Bobby.Frazierpga@Verizon.net) or [Kathy.USC@verizon.net](mailto:Kathy.USC@verizon.net). You may also send correspondences to Bobby Frazier, 24 The Colonnade, Long Beach, CA 90803.

# it's winch servicing time



by Tom Wood

An annual winch servicing will prolong the life of those important winches and ensure that they work at top efficiency, particularly when under heavy loads. Here's a quick guide for easy winch servicing.

## First the tools

Winches rarely require replacement parts but it's wise to have a selection of pawls, pawl springs and winch grease on board just in case they are misplaced. In addition, the retaining circlip or screws are sometimes lost or damaged. The only other tools required are brushes, a sharp knife, screwdriver, as well as some clean rags, perhaps some solvent and a cardboard box. The cardboard box helps prevent those important parts from dropping overboard during disassembly. It's a good idea to keep close track of the parts. Winch parts are expensive and often difficult to obtain. Manufacturers of the older makes Barient, Barlow and Maxwell are out of the winch business and parts for them are only found in salvage shops.

Service mast-mounted winches first. Hold or tape the box close under the winch and placed all the removed parts in the bottom. Once the spar winches have been done, cut a round hole in the bottom of the box. Make the hole a bit bigger than the base of the largest deck-mounted winch. Now, before beginning to disassemble, slip the hole over the winch so the winch is encapsulated.

## Disassembly

It's a good idea to have the manufacturer's exploded winch parts diagram-if you have it. This shows how parts fit together and the order in which they come apart. The first step is to determine how the drum is retained on the spindle. Over the years, manufacturers have used between one and six screws, the round circlip spring and screw-on top caps. You may need a screwdriver or Allen wrench to remove any of these.

Once the drum is free, pull it off slowly and gently. I've found that the roller bearings have a nasty habit of adhering to the inside of the drum and then falling out as soon as the drum is clear of the spindle. Most self-tailing mechanisms pull right off with the drum and need not be taken apart independently. Be careful not to drop the drum. It can be easily dented, which renders it useless.

When the internals of the winch are visible, locate the pawls. Some small single-speed winches have only two pawl-and-spring assemblies, while larger winches, as well as all two-speed winches, will have four. Pawls are about ½-inch long and comma-like shaped. They ratchet back and forth against toothed gears, allowing the drum to turn only one direction, and making that clicking noise in the process. Inside a groove in each pawl is a tiny circular spring that will come out with the pawl.

If you have a short memory or are not mechanically inclined, take notes with sketches of how the winch comes apart. Better yet, a series of Polaroid pictures can go into the maintenance log. After you've done it a few times, the process of disassembly and re-assembly will be simple.

Remove the pawl assemblies and note how the springs are inserted. Then pull the springs out of the pawls. Clean these thoroughly with a rag, using pipe cleaners or cotton swabs in the cracks and crevices. An old toothbrush is even better. Use a mild solvent such as WD-40 on stubborn old grease. Once clean, inspect pawls for wear and springs for deformation, replace as necessary.

## Clean out the dirt and apply grease

Disassemble the winch in stages, cleaning all bearings, bushings, gears and axles as you go. Some older winches may need to be unbolted from the deck to get the lower gears out. It is only necessary to do a total teardown if old grease and dirt are causing problems. In most normal maintenance cases, turning the gears while working as much dirt out with rags, brushes and spray solvent will be adequate.

Clean the bronze spindle that is now exposed and, lastly, wipe out the inside of the drum. When completely clean and shiny, apply a thin coat of fresh grease to each part as it's re-assembled.

Most winch manufacturers have proprietary grease in tubes or tubs. Any good-quality white, waterproof lithium grease will do, however. Globbing on too much grease is a common error. Brush a thin, even coat on all the parts. I prefer to use an acid brush, the ½-inch-wide, short bristle jobs with a tubular metal handle that sell for about 10 cents at most hardware stores. They are also great for small gluing and clean-up jobs around the boat.

## Replace drum

Since all the pawls are standing out it may be difficult to get the drum to go all the way back down. Try turning the drum clockwise as you push it gently onto the spindle. This will generally depress the pawls and allow the drum to fall into place. Re-install the top cap, circlip or screws that hold the winch together. There should now be nothing left in the bottom of the box. If there is, the process needs to be repeated. It takes about 30 minutes to clean and lubricate a winch.

Remove the box and give the winch a spin. You should hear a light, metallic clicking sound-music to the ears.

# free classified

## CAL 20s (or equipment) FOR SALE

**Cal 20 #429**—3 sets of sails, including 155% genoa. New windows, all cushions, in water, bottom cleaned monthly, no trailer. Boat is in very good condition. \$800. Also, 4 stroke 1996 Johnson 8hp long shaft outboard motor w/ tank. Low hours, \$995. Call Scott Fleener 562-421-0038. Email: Xcrabber@aol.com

**Race ready Cal 20** with road trailer. Finished top 5 at 2002 Class Championships held in Vancouver. New North Sails used for championships and one other regatta only. Boat has been totally rebuilt and painted inside and out including new mast and rigging. Trailer was rebuilt and is ready for any trip. \$4000 - will not sell separately. Boat is at Alamitos Bay Yacht Club, Long Beach CA

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## EQUIPMENT WANTED

**Cal 20 Wanted** - Open cabin model in good condition. San Francisco Bay area. - Brian Honore - 707-765-0762

*Your ad here.....*

### FREE CLASSIFIED ADS

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Next Deadline: March 10, 2003



### important dates

#### Cal 20 News Deadline

• March 15, 2003

Class Championships

• August 15-17

## cal 20 class association membership application

Please check one :  New Application  Continuing Membership

- \$25 Active Member - Must be at least 1/3 owner of a Cal 20
- \$20 Unattached Member - Active Member whose boat is not within the area of an active fleet (Includes Corinthian Fleet Members)
- \$20 Associate Member - Non-owner who is crew on a specific Cal 20
- \$20 Sustaining Member - Non-owner interested in the welfare of the Cal 20 class!

ALL MEMBERS RECEIVE THE CAL 20 NEWS

Name \_\_\_\_\_ Fleet # \_\_\_\_\_

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Home Phone ( ) \_\_\_\_\_ Work Phone ( ) \_\_\_\_\_

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Sail Number \_\_\_\_\_ Boat Name \_\_\_\_\_ Ownership % \_\_\_\_\_

Please send this form along with proper U.S. funds to local fleet captain or class treasurer.

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WINTER 2003 ISSUE

# Making Cal 20s Fly.

ABYC Turkey Day Regatta	1*,2,3
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Southern California Champs	1
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