

SEPTEMBER 1980



# CAL 25 FLEET V, LONG BEACH

## 1980 FLEET V OFFICERS

### FLEET CAPTAIN:

Ted Kroner 213/433-4500 res.

### FLEET LIEUTENANT:

Joe Riddick 213/434-9826 res.

### SEC'Y-TREASURER:

Bert Yancey 714/962-5095 res.

### FLEET V FROLICS EDITOR:

Rosalie Wright 213/378-5623 res.  
213/535-1565 bus.

### RACE COMMITTEE:

Roland Shutt, 213/592-5134 res.  
Rabbit Race Chairman

Bob Kirstine, 213/439-1767 res.  
High Point Series 213/579-7910 bus.  
Chairman

### SOCIAL COMMITTEE:

Kelly Kroner 213/433-4500 res.

### CRUISE COMMITTEE:

Volunteer ???

### AUGUST RABBIT RACE, Sept. 7th

By Joe Riddick

Sunday, Sept. 7th, found seven Cal-25s, on a mild afternoon, ready to go for August's Rabbit Race. With SURPRISE as the rabbit, course 8 was chosen, and all boats got off to a start. On the way to "B" mark, the fleet split, with part taking the left side, and the rest the right. MARHAE and QUIET WOMAN II gained an advantage on the right side arriving in the area where "B" (the east end measured mile mark) should have been. "B" was missing, so all boats used the half mile mark, with no particular advantage for anyone.

Rounding first was MARHAE followed by QUIET WOMAN II and SURPRISE. A slow whisker pole run found QUIET WOMAN II pulling away from SURPRISE ending up at mark "C" right on the stern of MARHAE. Back out to marker "A" MARHAE and QUIET WOMAN II traded lifts and headers. Around mark "A" heading for "B", MARHAE got in the groove and squirted ahead of QUIET WOMAN II. A broad reach back to "C" all things remained unchanged. MARHAE #67457 (Joe Riddick) crossed the finish line first, followed by QUIET WOMAN II #67407 (Ted Kroner), SURPRISE #47915 (Bill VanLeuven), SENTA #27139 (Jerry Pollock, New Member), SA'LIN NAPLES #67607 (Lin Cunningham), SCOTT FREE #747 (Scott Adler), and VELOZ #17581 (Bill Moore).

A pleasant sunny day of sailing with breezes in the 5-10 knot range was enjoyed by all.

### RABBIT RACE #9, September 28th

The next to last Rabbit Race is coming up so let's get out and enjoy the fall weather. Also, bring a snack to share and gather on Gangway 38 for some post-race socializing.

### COMING EVENTS

September 28	Rabbit Race #9 (Noon)
October 19	Rabbit Race #10 (Noon) NOTE: Change from last Sunday of the month
October 26	High Point #9, LSF
November 9	High Point #10, LBYC

### HIGH POINT STANDINGS

Hopefully next month - right Bob Kirstine?

## BAREBOAT PURCHASE/LEASEBACK DATA

By Warren Wright

I recently got some data from the Moorings and CSY on their purchase/leaseback plans. Financing requires about 25% to 35% down, with loans for 15 years. Each outfit allows 4 weeks per year owner usage except at the peak winter season; i.e., December thru March. It's not clear that the 10% first year investment credit can be taken; i.e., that all of the conditions can be met. Each lease is for 7 years with depreciable life of the boat equal to 15 years. Some data on each boat is tabulated below; if you're interested in more details, let me know.

	<u>CSY</u>	<u>Moorings</u>
Boat	Midcockpit Cutter	Midcockpit Sloop
LOA	44'	38'9"
LWL	36'4"	31'
Beam	13'4"	11'8"
Draft	4'11"	5'6"
Displacement	37,000 Pounds	18,000 Pounds
Ballast	12,000 Pounds	6,000 Pounds
Fuel	100 Gallons	80 Gallons
Water	400 Gallons	200 Gallons
Engine	Perkins 4-154M 62HP Diesel	Perkins 4-108 50HP Diesel
Cost	\$163,000	\$109,600 \$ 4,187 BVI Duty
Lease Fee (per year)	10% of Total Cost	\$9,864 (approx.) 9% of Delivery Cost
Boat Location	Abacos, Bahama Islands	Tortola, BVI

## REFLECTIONS ON THE 1980 C-25 NATIONAL REGATTA, Michigan

By Warren Wright

Wednesday, August 27th

Was hoping for a short last Wet Wednesday race so that gear and sails could be taken off of the boat and packed in a timely manner (the plane left at 11:00p.m. from LAX). Had to settle for a 5th place finish but at the dock on schedule. Had to decline Eldon Hickman's offer to use his new mylar jib as the Detroit rules were 3.8 oz minimum. Really appreciated his offer of support for a Fleet V member. Quick pack of sails and gear, ate sandwiches at home before Bill & Lucy VanLeuven took Rosie and I to the airport.

Thursday, August 28th

Arrived in Detroit about 6:00a.m., got our baggage, picked up our rental car, and left for downtown. Didn't think guests arriving at 7:00a.m. would be overly welcome so we toured Belle Isle and the riverfront on the way to our Michigan host's home (Dave & Shirley Bailey) in Grosse Pte Shores. The drive up the lakefront passed many beautiful mansions before we arrived about 9:00a.m., after having breakfast. To our surprise all the adults were already gone, looking at and working on their boats. The Bandys and Stallings (Annapolis) were also staying with the Baileys - beautiful large home with a full basement (with bar) which they turned over to us.

Got unpacked and loaded gear in the car, and with younger Bailey son, Colin, as our guide drove to a nice little harbor associated with a large apartment complex where our loaner boat "CALAMONDIN" was moored. Our boat owner, Ron Zanger, had left the boat unlocked so we could get in. We checked the rigging and determined a way to rig a main flattening reef (note: several visiting crews brought their own booms which was a real plus). Ron stopped by and showed us around the boat and basically told us to do whatever was necessary - outstanding boat owner attitude. Spent the rest of the afternoon switching to our main, rigging it, and removing Ron's sails and gear.

### Friday, August 29th

Left for the airport early at 5:00a.m. to pick up son Craig (foredeck man) who flew in from LAX bringing the spinnaker and 130% jib. Returned to the Baileys and sacked out for several more hours. Left for the boat about noon to motorsail up to Anchor Bay in Lake St. Clair and the host club, North Star Sail Club in Mt. Clemens, Michigan. Wanted to do more pacing and tuning but time ran out. We tried out Ron's ½ oz. spinnaker and, except for a small tear which we repaired with ripstop we'd brought along, it looked very good. Headed into the channel and found the Baileys cleaning the bottom of their boat in shallow water, so we tied up astern and did likewise; bottom was fair even after cleaning (definitely much less growth in fresh water).

Tied up abreast of the Baileys at the club and started sail measuring. No problems except that the measuring team balked at the ½ oz. chute; trotted out the National Rules and Detroit additional National Regatta rules and nothing prohibited its use. The subject came up later at the skippers' meeting and became more emotional than logical. Another Detroit rule about quantity of spinnakers to be used in a given race was also discussed - local rules state they can use only one per race. It was concluded that the Race Committee should make the final determination, which ended up disallowing use of the ½ oz. spinnaker and any number of spinnakers per race could be used.

Ron asked if we would like another chute (measuring in to Detroit limits) and I said "sure" (where was he going to get a chute overnight?). Well, he and Skip Boston (local sailmaker) have been friends for years and the chute showed up the next morning (also having been previously measured by the Detroit Club).

### Saturday, August 30th

Up at 6:30a.m., at the boat at 8:00, met Chris Klein (a college student who was our crew member with local knowledge recommended by Sloane Barbour of the Detroit fleet), and away from the dock at 8:30 after juice, rolls and coffee at the club. Decided to put the borrowed chute up on the run to the starting area, it looked good. Chris was obviously at home with chutes and proved invaluable during the 3 days of racing. Being a tri-radial chute it also close-reached much better than our radial head. We were right next to another boat (#708) with a chute exactly like our borrowed one, and it was obvious that our #70 was the original #708 with the 8 removed. Chris and Craig rapped about their big boat racing and Chris was impressed that we race all year in Long Beach.

#### 34 starting boats

The first race was crowded, but we got away with clear air and were moving well. Bandy pointed up under Kading (Dana Point) causing him to tack away and shortly thereafter we had to do the same. The wind shifted counterclockwise, averaged 10-12 knots, and confused the fleet about the weather mark location. After rounding the 2nd weather mark, the order was Stallings (Annapolis), Bandy (Annapolis), Kading (Dana Point), Schreiber (Detroit), and us 5th. That's the way it finished except we lost 2 boats on the final beat finishing 7th. Rosie was crewing as Ron, the owner, had a schedule conflict; I hope it's not the last time we get a picture off the stern looking at 29 other spinnakers.

The second race was a repeat of the first with Stallings 1st, Bandy 2nd, with Kading 5th. So after the first day, Stallings with 1½ points, Bandy with 4, Kading with 8, and us with 19. Had great steaks barbecued at the club that evening with drinks 50-80¢ as all the club help is volunteer - a very nice small sailing club.

### Sunday, August 31st

Same schedule as Saturday, but the start was delayed due to shifting winds. Rosie was sightseeing the race course on a floating hotel, an Endeavor 40+ footer, with some of the other spectators. We got buried at the start and with 34 boats, it was almost the full weather leg before we got clear air - rounding the 2nd weather mark approx. 25th. The wind really got light and variable on the run so we reached toward shore keeping the speed up. It paid off as we rounded about 12th for the last beat. However, even though the wind came up inshore, it didn't pay on the last beat as we lost 12 boats and finished 24th. A very frustrating race - Bandy 1st with Stallings 5th, Kading 4th.

The 4th race saw more shifting winds and we continued to be in the wrong part of the lake finishing 16th, with Bandy 2nd, Stallings 4th, and Kading 9th. So after two days, it was Bandy with 6 ¾, Stallings 10½, and Kading 21. Chris called it a typical Lake St. Claire crap shoot; unfortunately, where others were making passes, we crapped out. Dinner, drinking, and dancing at the club finished the evening and some of the crews.

### Monday, September 1st

Rain squalls kept everyone at the dock until approx. 9:00a.m. with the start delayed further by light shifty winds. Ron's wife Lucille came along even though there was a potential for rain and an almost certainty of some salty talk (she seemed to enjoy the day overall). Rosie again went out on the Endeavor (she felt 5 on the boat was enough). The wind came up out of the south at 10-12 knots and we started with clear air and held onto starboard tack; after all, it paid yesterday. Well after tacking to port, we watched about 10 boats cross us - the shore paid again. It soon became a Bandy/Stallings race with us moving past Kading on the 2nd beat. We picked up several boats on the last run and I kept our speed up sailing a bit free on the last beat (we were on our ear even with a full reef). It evidently paid as we picked up approx. 5 boats, nipping the last at the finish for a 5th. We all felt better finishing on an upper.

Stallings led Bandy to the finish but finished 2nd in the series after winning three races. Steve Bandy took the championship for the 3rd straight year (8 3/4), Stallings was 2nd (11½), and Kading was 3rd (33). Detroit took 4th and 5th, and we finished 12th, slightly disappointed. After the awards, took son Craig to the airport for his flight home to Los Angeles, then returned to the Baileys (6th overall) for a barbecued chicken dinner with the other visiting crews (great fun time!).

#### Tuesday September 2nd

Slept late, packed sails, and left about noon. Drove downtown for a great lunch at a Greek restaurant. Then spent a couple of hours at the revolving bar on top of a riverfront complex similar to the Bonaventure in LA called The Renaissance. Walking back to the car, it finally dawned on me that you had to really look hard to find an imported car - not really a surprise.

#### In Retrospect

The oversized Detroit spinnakers were never a serious factor - the first 3 boats had regular sized chutes. There was some speculation that lighter air would have shown more difference. More time spent tuning, cleaning and pacing in the race area would definitely have been advantageous. The race committee was well equipped with stake boats at all marks as well as both ends of the line (the line could have been possibly longer and angled at the leeward end - lines were amazingly square in all 5 races which probably caused starboard end congestion).

It was my impression that the local crews sailed heavier air windward legs poorer than east or west coast crews - possibly less practice. I have never met a nicer, more cooperative, or communicative sailmaker than Skip Boston - our thanks for the borrowed chute which we used exclusively. I'm sorry that we didn't use the Christmas Tree chute on at least one of the heavier runs. Boats in fresh water age much less than ours do, CALAMONDIN looked at least 5 years younger than her age.

If Art Libby (#2 in the '78 Nationals @ Annapolis and currently a crew member for Brooks Stallings) and Art Holmes (#4 in the '78 Nationals and currently a crew member for Steve Bandy) had chosen to skipper their own boats, Detroit would have been hard pressed to retain any of the 5 trophies presented. I really hope that someday I'll get to see a National Championship that includes Tommy Newton (GEMINI), Jim Robinson (CALIBAN), Frank Vranicar (LIFESTYLE, Dana Point), Age Kading (TORREY, Dana Point), Steve Bandy, Brooks Stallings, Art Libby & Art Holmes (Annapolis), Tom Schrieber (Detroit), etc.

The longer courses and 3 day series allowed one to recover from bad starts and mistakes. I witnessed Bandy and Stallings, both with poorer starts than mine in Race #3, finish up front.

The Detroit Fleet put on a great Regatta, we enjoyed ourselves, had fun, learned alot, and wished more of you could have been there to share the event.

Below is the Long Beach Yacht Club's listing of the results of the second Wet Wednesday series:

#### Class CAL 25

1. SOLITUDE - Chubby Glasier, ABYC, 47373
2. CALIBAN - Jim Robertson, WCYC, 37444
3. MARHAE - Joe Riddick, ABYC, 67457

Congratulations to the overweight SOLITUDE crew!!



## BRADY BUCHANAN INSURANCE AGENCY

1614 VICTORY BLVD., SUITE 105, GLENDALE, CALIFORNIA 91201

240-8270...FROM L.A. 245-6125

SPECIAL PACKAGE FOR BOATS UNDER 36 FEET.  
LOWEST RATE FOR THE HIGHEST COVERAGE.

CHECK THESE FEATURES:

- VIRTUALLY LOWEST DEDUCTIBLE AVAILABLE
- NO DEPRECIATION ON REPAIRS
- SPECIAL RACING COVERAGE INCLUDES SPARES & SAILS
- ALL RISK COVERAGE

CALL FOR QUOTE TODAY!



LOLLIPOP

## RESULTS PROVE NORTH CONSISTENCY IN DESIGN AND PERFORMANCE

SAILS BY NORTH FOR THE FOLLOWING WINNERS:

### 1979 CAL-25 NATIONAL CHAMPIONSHIP, LONG BEACH

- 2ND - GEMINI, TOM NEWTON, JR.
- 3RD - WINDSEEKER, GENE MC KINNON
- 5TH - LIQUID GAIT, HOWARD CHESLEY

### 1978 CAL-25 WEST COAST REGIONALS, MARINA DEL REY

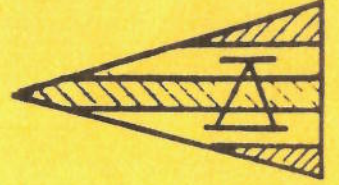
- 1ST - LOLLIPOP, TOM LEWECK
- 2ND - WINDSEEKER, GENE MC KINNON
- 3RD - CALIBAN, JIM ROBINSON



NORTH SAILS  
913 Electric Avenue  
Seal Beach, California 90740

FIRST CLASS DELIVERY

*Steve Bartram  
1322 Norwood  
Marina Del Norte, Marina  
48236*



Editor: R. Wright  
102 Via Mesa Grande  
Redondo Beach, Calif. 90277

Volume 8, No. 9  
September 1980

CAL 25 FLEET V, LONG BEACH  
FLEET FIVE FROLICS



CAMBER SAILS OF NEWPORT BEACH IS QUICKLY BECOMING ONE OF THE LEADING SAIL MAKERS IN SOUTHERN CALIFORNIA.

FAST SAIL SHAPES ARE ACHIEVED BY USING THE LATEST IN DESIGN TECHNOLOGY.

OVER TWENTY YEARS OF COMBINED SAIL MAKING EXPERIENCE.

CALL RON OR DON FOR A QUOTE.

CAMBER SAILS  
888 WEST 16TH STREET  
NEWPORT BEACH  
(714) 645-7950