



# 20 20 NEWS



Santana 20 Class Association  
Www.S20.org

Volume 2, Issue 1

A Publication of the Santana 20 Class Association.



## Andrew's Corner

### All Roads Lead To Cascade Locks!

By: Andrew Kerr

With this years Nationals being held at Cascade Locks on the Gorge in Oregon, August 8th to the 12th<sup>th</sup> the class is looking forward to a top class Championships both on and off the water. With a new venue, the field will be on a more level playing field. However, being prepared will be more important than ever prior to arriving in Cascade Locks.



some ideas that can help your team accomplish its goals at the biggest event on the class regatta schedule.

**Race as much as you can!** This sounds obvious but for many fleets the season is relatively short and so there is little time to waste! Whether it is a weekend regatta or a mid week beer can series, the more you get out on the water the better.

Ideally your team is sailing its best by the time the Nationals start – here are

The old saying that there is no substitute for time on the water could

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### 2005 Southwest Regional Championships



**Lighthouse Charity Regatta**  
Oklahoma City Boat Club

June 24th, 25th & 26th  
Lake Hefner, Oklahoma City

Contact: Ann Kilpatrick for info  
(405) 843-9338

Or see the link on our website

### 2005 Western Regional Championships



May 14th & 15th, Seattle,  
WA

Seattle Yacht Club (206) 325-1000  
Or www.seattleyachtclub.org

### 2005 Eastern Regional Championships



**Barefoot Regatta**

October 8th & 9th

Barefoot Yacht Club  
Lake Lanier, Atlanta  
GA

Contact: Edith Collins

s20130@mindspring.com



## The Prez Says...

By: Mark Forrest

Dear Class Members,

Pull out your blades! With yet another dry year looming in Eugene, it has been a busier winter than I anticipated. You are probably aware by now of our change in venues for nationals. Fern Ridge dam was deemed unsafe by the Army Corps of Engineers and will be undergoing repairs this summer. After a scramble to find a new location, Fleet 16 and Fleet 19 have teamed up to bring the nationals to Cascade Locks on the Columbia River Gorge. I am looking forward to experiencing this professionally managed event in a unique venue.

With the lack of water in Eugene and challenges in other regions, the board wants to encourage maximum participation at nationals. For 2005 only, we are suspending the three regatta requirement to race nationals. I still suggest those that race nationals comply with the spirit of the rule by actively supporting the class at other events whenever possible and ensuring that their boat and crew are prepared for a safe and fair race. With the unusual season ahead, however, we don't want to have to turn dedicated members away from nationals this year.

For the good of our sport, it is up to all of us to encourage participation at local beer can races and regional regattas. We also need to take the initiative to introduce friends and juniors to sailing and racing. While I have attended every national championship since 1999, my experience as a member of Fleet 19 is what has really shaped my sailing experience. These are the sailors I see every week at beer can races, and at our regular monthly meetings throughout the winter. Our organization was designed as a federation of fleets, and the fleet level is still the best way for sailors to connect to the association and one-design sailing. The class association is committed to fleet develop-

ment and supporting members with the drive to help new members join the fun on a local level. Contact your fleet captain or any board member if you have an idea to help strengthen your fleet. Of course, I hope that at some point everyone will have the chance to join in a regional or national event as well.

For those who missed the WD Schock regatta, I have to report that despite the wet weather in SoCal this winter, we enjoyed near perfect conditions for Santana 20 sailing. This was just the event North-westerners like me need to kick off spring sailing fever. I hope to see many of you at events soon!

Cheers,  
Mark Forrest  
Class President

### Other entries:

Be sure to check out our new website at [www.s20.org](http://www.s20.org). Thanks to our new webmaster John Papadopolus for the design. If you have articles, classified ads you would like to post, please contact John at [webmaster@s20.org](mailto:webmaster@s20.org) and he will get them posted for you. More features, including an interactive bulletin board is now online. Big thanks to Robert Cordero for his years of volunteer work on the class website. Well done Roberto!

### Call for articles:

This newsletter needs your content! Please send your articles to the editor for our next series of newsletters. Your articles help keep our class members energized and connected.

p.s. North and Ullman Sails. We would love to have your ads back in our newsletter supporting our class members. Ad space however is not free. Ad space is available to anyone who wants to support our newsletter and class association, and we welcome new advertisers. Contact Derek Hardy at [Santana20\\_fleet16@comcast.net](mailto:Santana20_fleet16@comcast.net) if you would like to place an ad.



## Andrew's Corner

# All Roads Lead To Cascade Locks!

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not be more applicable.

### Target key events - hitch up the trailer and go!!

Each fleet has a good schedule to choose from - regional championships are excellent venues to get in the "Championship mode". They offer an opportunity to scrimmage against a bigger S20 fleet very often at an unfamiliar location - this might be at the SW regional Championships which is being held at the Lighthouse charity regatta on Lake Hefner in Oklahoma - June 25/ 26th or the District 2 Championships at the Camellia Cup regatta on Folsom Lake - April 2nd & 3rd, the Loyalty day's regatta in Newport, Oregon - April 23<sup>rd</sup> & 24<sup>th</sup> or the SOCKS regatta which is also the venue for the Western regional Championships - May 14<sup>th</sup> & 15<sup>th</sup>.

There are many other great events that will attract good S20 racing - the High Sierra regatta, (July 15<sup>th</sup>/ 16<sup>th</sup>) Cal Race Week (June 4<sup>th</sup> & 5<sup>th</sup>) to name a few. Road warriors like Fleet 28's fleet Captain Tim Dunton are racing in the Dillon Open in Colorado (August 6<sup>th</sup> & 7<sup>th</sup>) and then hitching up and heading to Cascade Locks. Tim is encouraging the Colorado fleet to travel and we are looking forward to

seeing a number of teams from the Rocky Mountains.

Events like the ones we have mentioned (and there are many others in different parts of the country) give your team great exposure to bigger fleet S20 sailing and great opportunities to practice and refine your techniques.

The class prides itself on being completely open and welcoming with information, assistance and answers to questions so don't hold back if you have any reservations about any aspect of your participation- we want you to participate and get the most out of your sailing experience.

The unique spirit and camaraderie of the class is what keeps most of us coming back for more. This spirit is embodied at the Nationals, which is a great unification of fleets and people from all over the country.

For more information on events and the Nationals please go to the class web site - [www.s20.org](http://www.s20.org) and click on the 2005 regatta schedule. For the Nationals there is also an event web site - [www.cgra.org](http://www.cgra.org).

You can also contact Rick Gilstrap (Fleet captain of fleet 19) at: [rickgilstrap@comcast.net](mailto:rickgilstrap@comcast.net) or fleet 16 Captain Derek Hardy at: [santana20\\_fleet16@comcast.net](mailto:santana20_fleet16@comcast.net).

net for more details on the Nationals.

### Keep notes at each event!

Your note book can help log all that you have learnt - wind speed, direction, things to improve on, favored side of the course, Weather trends, things to work on etc. Be sure to keep good notes, the best time to enter your notes into the book is when they are fresh in your mind - either after the day's sailing or on the drive home.

Set up a practice schedule and remember the performance pyramid!

This can come in many forms depending on your teams schedule and availability - you may for example use your weekly beer can race to try out a particular maneuver or new technique - be it with a starting repertoire, sail trim or boat handling.

The thing to remember is that your boat handling is at the base of your performance pyramid - and with out it your boat speed and tactics will not work. Tack and jibe and round marks as much as you can. Set buoys and round them, do as many practice starts as you can - all the best tactics in the world will be for naught if your team for instance

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## An interview with Arizona Fleet 35 Captain Bill Snuffer

By: Andrew Kerr

**Fleet #35 in Arizona and New Mexico is a fleet that is developing good class racing in the region. On Lake Pleasant in Arizona they regularly get 6 boats on the line and road warrior Steve Quant from New Mexico very often races in the fleet.**

**Dale Zorbel and his team of Spencer Winters and Steve Landis came to the 2004 Nationals in Long Beach and other teams from AZ and New Mexico have attended championships in the past.**

**The Arizona Yacht club's annual birthday regatta has attracted good size S20 fleets for many years. Andrew Kerr talked to fleet 35 Captain Bill Snuffer about the fleet and area and where he thought the S20 fleet was headed in the future.**

**AK:** Tell us about some of the history of fleet 35:

**Bill Snuffer:** Two years ago I researched various sail boats and decided on a S20. I had owned a Lido 14 back in the early 70's and remembered seeing a S20 in a boat show. At the time there was only one S20 racing (Dale Zorbel) in the Arizona Yacht Club PHRF Spin class. I purchased

#786 from Rick Denny of Mission Bay YC and began learning to race in the AYC 2003 Spring Series. The first weekend we were out racing with the beginner fleet and had Darrell Diehl on board. Darrell had his own S20 at home but had not raced it in over ten years. He was retiring soon and planned on racing in the 2003 Fall Series. We discussed how much fun it would

other California import. This fall series we moved up to six members with the most notable addition of past AYC Commodore Martin Lorch a two-time AYC Champion.

**AK:** How do you see the region & fleet developing and what role do you think the National class can play in this?



be if we could get a few more Santana's on the line and form a fleet. As we raced that spring, the eye catching lines and beauty of the Santana 20's on the water began generating interest. By the 2003 Fall series we had 4 boats registered including Frank Putman's Mission Bay YC purchase of an-

**Bill Snuffer:** The interest is high in the Phoenix area and the S20's are really making their mark. There are currently two S20's for sale at Lake Pleasant and I get one or two inquiries a month from people interested in finding out about our boat and the one design racing. The AYC

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## An interview with Arizona Fleet 35 Captain Bill Snuffer

By: Andrew Kerr

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has two other one design fleets in Catalina 20, Thistle classes. The Santana 20 really fits nicely in this line up. Last January, at the AYC Birthday Regatta, Fleet 35 was lucky to have Phillip Infelise come put on a clinic for us. It was of great interest and help to us all. We hope to have another clinic at next January Birthday. We welcome all S20 sailors to come over and join the fun. It seems that the more boats we get on the line the greater the interest levels for the Class and Fleet 35. The National class can help by continuing to promote attendance at our local event as well as giving help through clinics.

**AK:** Your annual Birthday regatta has attracted a good fleet for a long time – tell us about the event. What should a prospective first time team expect?

**Bill Snuffer:** This past Birthday Regatta we had S20's come from New Mexico, Colorado, and Oklahoma and raced one design for the first time in several years. This time around we are getting a lot of interest from California and Oregon and hope to start 15 boats on the line. The 45<sup>th</sup> AYC Birthday Regatta and Leukemia Cup is a great event with over 100 boats racing in about 10 classes. Our weather is

super in January with lots of sunshine and good winds. The Club puts on a fine show Saturday night after the racing with lots of food and drinks. There is also a large charity auction benefiting the Leukemia and Lymphoma Society. This past Regatta over \$20,000 was raised. In addition Fleet 35 had a dinner party at my house on Friday night allowing for lots of questions and idea exchanges.

**AK:** Steve Quant from NM has long been a road warrior and Dale Zorbel and his team came to Long Beach. Tell us about these teams and how many boats do you think may come to Eugene for the Nationals?

**Bill Snuffer:** Steve Quant has won the last three Birthday Regatta racing in PRHF Spin Class beating J24's, Merit 25's and the like. I think the PRHF Spin class breathed a collective sigh of relief when Steve came over and took on the S20 class. First again! Darrell Diehl was going to Nationals this past summer when crew problems 86ed him. I think you can expect 2 to 3 AZ boats this next year.

**AK:** Former class president Phillip Infelise attended this year's birthday regatta and reported great camaraderie in the fleet. What are you doing to cre-

ate this?

**Bill Snuffer:** We share ideas and answer questions. There are no secrets. We had a get together at the lake and went over each others boats and had a lot of for getting to know each other. We also meet before each month's AYC member meetings and discuss racing and the boats. This past AYC Championship was raced using the Fleet 35 boats for the first time in anybody's memory.

**AK:** Thanks Bill, we appreciate your time and efforts.



## Spinnaker Pole Height For Good Downwind Speed

By: Andrew Kerr



One of the many aspects of good downwind speed is attaining the correct height for the spinnaker pole in the wide variety of wind and sea conditions that your team can encounter over the course of a race or series.

In my role as a coach I spend quite a lot of time watching teams sail from out side of the boat; Very often I am video taping them or taking pictures for later review and critique. This perspective is a unique one and has helped with a lot of the sail shape visualizations that are more difficult to see when actually on board. Every photograph of a boat with a spinnaker up reveals something about pole height and the shape of the sail. A casual flip through a sailing magazine can illustrate all the differences and pluses and minuses of spinnaker shapes.



Let's look at the different conditions that your team will encounter and what to look for with pole height and the overall spinnaker shape that it creates.



### General shape- what to look for.

The old maxim "get the clews even" is not very effective as spinnakers are designed differently and if one was to abide by this the spinnaker clews would be raised far too high as the breeze increases causing the head of the spinnaker to blow out flat and for the sail to lose a lot of directional power as well as it's stability. Instead what you are looking for is the sail to be breaking or curling on the luff

around the center panel area on the luff, the sail to have a vertical profile and for the center seam of the spinnaker to be vertical. There are exceptions to this which we note later in this article.

Adjusting pole height can be compared somewhat to adjusting the Cunningham on the mainsail – as it helps controls the position of the draft of the sail as well as luff tension and how open or closed the leech is. If the pole is too low the luff will be too tight and the draft too far forward on the sail (like having the Cunningham too tight,) if the pole is too high the luff is too loose, & the draft too far back that is akin to having insufficient Cunningham – sometimes the case when there is a lot of backstay on.

In picture # 1 we can see the vertical profile of the sail, the center seam vertical and the luff breaking evenly in the middle panel on the luff of the sail.

### Picture # 1



If the pole is too high you will notice the sail will curl on the **lower portion of the luff** and the center

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## Spinnaker Pole Height For Good Downwind Speed

By: Andrew Kerr

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seam will not be vertical, this is because the tack of the sail is too high forcing the luff of the sail to be too loose which in turn makes the luff collapse down low as the clew of the sail is lower and the draft is too far aft in the sail. If the pole is too high the sail will tend to be very unstable and the top of the sail will be blown out flat. If the pole is too low you will notice **the upper part of the sail on the luff will curl** this is because the tack of the sail is being forced too low and the clew is riding too high causing the sail to luff up high. The advice is to adjust the pole height until the curl is in the middle part of the luff and be ready to adjust it in any subsequent lull or puff.

When proper pole height is accomplished for sailing low angles the sail will have a vertical profile as in picture # 2. On *Disaster Area* all 3 of us are conscious of correct pole height, either Bill or I will adjust the topping lift or out board end if necessary depending on who has a free hand. The topping lift on our boat is located on the starboard side of the mast on a swivel cleat and is accessible from most angles.

To keep your team on the same page and communicat-

ing – try asking “what do you think of pole height?” once in a while (or vang tension or mast rake etc.). This helps keep the productive boat speed communication open and ongoing.

Keep an open mind at all times – it’s easy to fall in to the trap of “this is how we do it”; Typically you find you don’t get any faster that way and very often a team get’s slower.

### Picture # 2:



### When running try to keep the inboard and out board end even:

On some types of boats this does not apply – some classes, (like one design 35’s for instance) like the outboard end of the pole higher than the inboard end as it accomplishes a faster shape.

On the Santana 20 and boats similar too it we try to keep the inboard and outboard ends fairly even for max projection of the pole length. Some S20’s have an adjustable track on the inboard end of the pole (*Altitude sickness, DA, Head First* and others) which can be commensurately adjusted as the outboard end is adjusted; most boats (*Cal trans, Mini Me* to name a few) have two spinnaker pole bale rings at different height’s for the pole on the mast to accomplish the same thing – both systems are very effective so no radical changes are needed!

Let’s look at pole height in a variety of conditions:

### Pole height in Light air:

Typically the advice is to lower the out board end of the pole ( and the inboard end) to pull the draft forward in the sail and create more stability in the luff of the sail as well as open the leech of the sail – by virtue of raising the clew of the sail. We are essentially changing the shape from a symmetric one to an asymmetric one.

This helps widen the slot between the mainsail and spinnaker and also accommodates the higher angle you are sailing in order to maintain pressure on the spinnaker sheet and the apparent wind across the sails. Iv-

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## Spinnaker Pole Height For Good Downwind Speed

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ery light air (and particularly if there is chop) it will be beneficial to have the sail curl higher on the shoulder of the sail (above the mid panel in the upper area of the luff)

As the breeze increases the pole can be raised for more projection - but keep an eye on the shoulder of the sail and where it is curling so as to not over do it.

If it is puff/ lull, then puff/ lull make sure the sail has loaded up sufficiently before raising the pole so as not too disrupt air flow, as the wind fades, lower it as you sail a higher angle to maintain speed.

In these conditions it is super important for the trimmer to be feeling the pressure on the spinnaker sheet and critiquing the position of the curl on the luff of the sail as small adjustments can bring large performance gains over teams who are not conscious of these necc. Adjustments.

### Running – medium air – flat water:

This is when you are looking for the classic shape – center seam vertical – a vertical profile on the luff of the sail (best visualized by watching boats sail from outside the boat and looking at pictures) and the sail curling in the middle panel

of the luff of the sail. Try to have the inboard and out board ends of the pole even as well for max projection.

It is really good to have the bow person calling out the puffs and lulls so that you can anticipate pole height adjustments – slightly lowering the pole in lulls and raising it slightly for more projection in the puffs.

Picture # 3 is an example of excellent spinnaker shape in these conditions.

### Picture # 3



### Running – medium air with Chop or in swells:

These are difficult conditions! What can help here is to lower the pole a little to pull the draft forward and create a slightly more

stable and forgiving shape. In this instance you will go for a slightly higher curl on the luff of the sail than in flat water.

Having the pole a little further forward also helps maintain air flow attachment to the sail and helps accommodate the widely changing apparent wind speeds and angles – a whole other article unto itself!

### Running – very heavy air:

We can use the Cunningham analogy here – lower the pole a foot or so from the norm (with the curl on the luff above the mid panel toward the upper area) this will depower the sail by virtue of tightening the luff, pulling the draft forward and opening and spilling the leech by virtue of raising the clew of the sail. This will give the sail more stability and the helm a lot more control and a wider steering groove. This was perfectly illustrated by team *Alinghi* in the America's cup final, when *Team New Zealand* suffered breakdowns in the windier races – *Alinghi* set the spinnaker with the outboard end of the pole lowered for better stability and sailed conservative sensible downwind legs under perfect control.

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## Spinnaker Pole Height For Good Downwind Speed

By: Andrew Kerr

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### Picture # 4: Heavy air running pole height:



### Reaching:

One can also make good pole height analogies with the mainsail Cunningham adjustment – typically one will lower the outboard end (and inboard end if possible) of the pole (sail breaking high on the mid panel toward the upper area of the sail) to tighten the luff of the sail, pull the draft forward for a larger steering groove & open the leech and create more of an asymmetric reaching oriented sail. The more open leech and wider slot enables the mainsail to be eased more (without luffing) for more forward power. The lowered outboard end applies for reaching in light air, medium air with chop and heavy air (for depowering).

A case can be made for raising the pole from the very lowest mode on the setting to help increase pointing ability in me-

dium air and flat water (by virtue of moving the draft aft and closing the leech on the sail) – this does however depend on the cut of the spinnaker and doesn't work on running (broad shouldered) sails but can work on flatter cut shapes with narrower shoulders in flat water.

Make sure your leeward twing is long enough to allow the spin sheet to go all the way outboard so the slot is as open as possible. If the twing is too short the spinnaker will sheet will close off the slot and drag the boat side ways and you will be forced to over trim the back winded mainsail.

### Picture 5: Reaching pole height:



### The Twings:

On the S20 most teams do not use a downhaul (or foreguy as it

is sometimes referred too) as the twings are positioned well forward to effectively be a downhaul, because of this we tend to always have the windward spinnaker twing pulled down all the way in all conditions to keep the spinnaker guy and pole as stable as possible. This does make the guy adjustment & topping lift adjustment a little harder but it really is worth it. Some teams run the windward twing 6 inches or so of the deck which makes adjusting the guy easier and is perfectly acceptable in very flat water and medium air.

In heavy air - running downwind we pull the leeward twing all the way down to choke the spinnaker down and reduce its oscillating tendency. In lulls we are quick to ease it all the way off to power the sail up.

### Conclusion:

Spinnaker pole height adjustment is another dynamic speed control that is worth reviewing as a team both on the land (looking at photographs and videotape) and through constant observation on the water, making the correct adjustment will help your team makes gains in the variety of conditions that you encounter when sailing downwind.

The 20 20 News is published quarterly by the  
Santana 20 Class Association  
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**Great News! The 2005 yearbooks will be published soon. Keep an eye out for your yearbook!**



### **Andrew's Corner**

## **All Roads Lead To Cascade Locks!**

By: Andrew Kerr

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cannot tack well and with confidence.

Be wary of practicing things you are good at – it's easily done! Key in on things that are weaker elements – be they jibe sets, starts, light air sailing – what ever you identify - each team's are different and unique.

### **The Unique experience of the Nationals!**

Whether you are a first time Nationals participant

or a veteran of 25 of them don't miss the unique opportunity to sail in this years championships at Cascade Locks – the top sailing, the friendships made and renewed and the great camaraderie of the S20 class will make it an experience that is not to be missed. All roads will indeed lead us to Cascade Locks in the beautiful state of Oregon – see you there!!