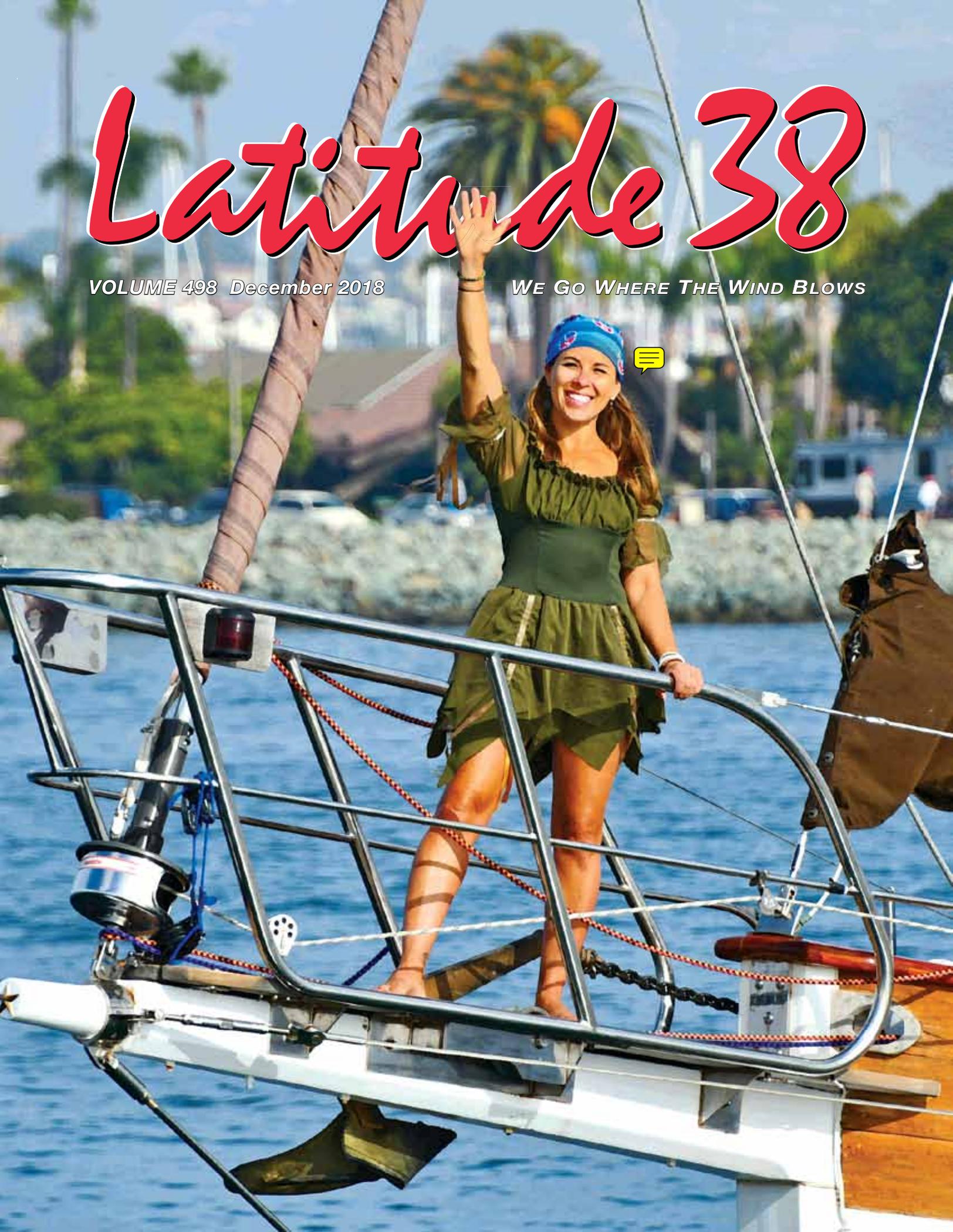


Latitude 38

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WE GO WHERE THE WIND BLOWS



SEASON CHAMPIONS, PART II —

ton Race Week and the US Nationals in Fairhope, Alabama. "From there we will bring the boat back home for a three-regatta series that we are organizing with the Pacific Northwest and Southern California fleets. The idea is to hold one regatta in each region and encourage reciprocal participation to build some strong events with 15+ boats on the water."

Regulars this year were Caleb Yoslov (tactics/main), Ellise Smolenyak (spinaker/jib trim) and Brian Gravenstine (bow). Additional crew were Logan Ashcraft, Colin Lough, Ian Sloan and Cassidy Lynch.

1) **Looper**, 81 points; 2) **Bones**, Robert Harf, RYC, 108; 3) **Posse**, Sallie Lang/Jan Crosbie-Taylor, TISC, 110. (10 boats)

Cal 20 — *Sprite* Paul Kaplan, StFYC

There's a new sheriff in Cal 20 Town. But this sheriff didn't just blow in from the hinterlands.

The story of *Sprite* goes back almost 50 years when Paul Kaplan was a teenager racing a Cal 20 against *Sprite*. "Last spring a friend of mine, Scott Lamson, handed me a *Latitude 38* classified ad offering *Sprite* for sale. He made it clear we needed to rescue the boat. I said OK with the proviso that the boat would be owned by our grandchildren (Will and Charlie Deuyour) and his son, Scotty Lamson. They acquired the boat with the intention of keeping *Sprite*, with her San Francisco berth, in the family for many, many years to come. What also made the purchase very special is that we bought the boat from the original owners, the same brothers I'd raced against so many years ago. Last summer we lovingly restored the boat, and my then-94-year-old mother rechristened her.

"Our success came from sailing reasonably well, as well as our persistence in showing up for each race. I guess that's also the story of life, isn't it?"

The crew consisted of Paul's wife Chrissy, Scotty and Scott Lamson, and Marianne Armand.

Their favorite race this year was the Plastic Classic, where they won their PHRF class. "It was a perfect sailing day, the water was smooth, and we almost got hung up on the anchor line to the boat that served as the windward mark. Which, if this had taken place, would have pleased most of the crewmembers aboard *Sprite* — given the festive attire of the crew on board the T-mark boat!

"While sailing the Bay in a Cal 20 can be wet and the chop a bit punishing,

there was one race on the Berkeley Circle that was just horrible. It blew so hard the race committee abandoned the second race, and our main rival, *Can O'Whoopass*, blew up their mainsail. Sailing from the Circle back to Belvedere at the end of the day was not fun at all. Without a doubt, that day ranks as one of the most unpleasant I can recall. As a result, I have been informed by our crew they will be calling in sick whenever there's a race scheduled on the Berkeley Circle!"

Sprite is currently sailing in the GGYC midwinters. "We're going to take a break from racing on the Bay next year," said Paul, "and *Sprite* will spend the summer on Lake Tahoe."

See www.sfbaycal20.com.

1) **Sprite**, 17 points; 2) **Can O'Whoopass**, Richard vonEhrenrook, SFYC, 29; 3) **Raccoon**, Jim Snow, CYC, 38. (11 boats, 9 qualifiers)

Ultimate 20 — *UAgain* Dave Woodside, CSC

"We had a number of regattas on the list," said fleet captain Mike Josselyn. To count, a regatta needed to have at least three U20s registered. "The ones that met that requirement were the RYC Midwinters (each weekend counted as a separate race), Big Daddy, TYC's Don Wan, Behrens and HO Lind, the Pacific Coast Championship at Huntington Lake, RYC's Sportboat Regatta, and the Great Pumpkin." To qualify, a boat had to race in eight of those regattas. Only *UAgain* and *Breakaway* qualified. "The other boats sailed six to seven races." *UAgain* won the championship for the first time.

"The class has a healthy slate of fun races throughout the year, so just showing up and lucking into a few good wind shifts can bubble you up to a competitive position," said winning skipper Dave Woodside.

The RYC beer can races helped tune up the crew work for 'real' racing. "We aren't the fastest boat in the fleet, but



Paul Kaplan, Scott Lamson and Chrissy Kaplan have been reliving their youth with the beautifully restored Cal 20 'Sprite'.

because the crew is great at avoiding mistakes and quickly solving problems, we can sometimes sneak to the front.

"I've owned a few boats, and this is the best fit for me. It's a sportboat, so it's fast. You can rocket down the waves

Paul Gadow, Dave Woodside and Annette Bousina of 'UAgain' at the Great Pumpkin. Not shown "but critical to the season" was Tim Hannell.



GETTING THE DRIFT OF ONE DESIGNS



under the spinnaker, and sometimes even without the spinnaker. There are no winches, so it's easier on the crew's backs. Speaking of crew, a driver and two crew are all that's needed, so crew management is a lot easier than with larger boats. Parts are inexpensive. The class rules limit the possibility of buying your way to the head of the fleet, so you don't spend a lot on the spendier sails. And it's a competitive fleet. As another U20 sailor, Phil Kanegsberg, said, 'It's easy to sail the boat well, but difficult to sail it great.' So it's fun to sail right away, yet there's always a chance to get better."

1) **UAgain**, 68 points; 2) **Breakaway**, John Wolfe, RYC, 50. (8 boats; 2 qualifiers)

Laser (tie) — Humble Pie Marcel Sloane, SSC, and 'murrica, Lance Kim, TISC

"There's no provision for a tiebreaker in our rules," explains Laser District 24 secretary Stephen Aquilar, "so it's a tie in the Standard class."

Marcel Sloane was last year's champion. "It seemed like Lance and I were trading the lead for the series after every regatta," he said. "In fact, I believe the most separation we had all season was Lance's 2-point lead going into the final showdown — StFYC's Fall Dinghy. It came down to our match race on the last

downwind leg on the seventh and final race. Chris 'Boomer' Boome squeaked between us ensuring that Lance and I finished in a tie. Crazy fun!"

"This 2-point difference between Marcel and myself negated my 2-point advantage going into the regatta, resulting in a tie for the season," explained Lance Kim.

Totally Dinghy at RYC in September was Kim's favorite regatta of the season. "It was probably the first time thoughts of the season trophy led to match-racing tactics on the water."

Lance's scariest moment was when he tasted blood and grit after chipping a tooth on his boom at the Laser Masters North Americans on the Cityfront. "An Aussie's diagnosis from a support boat was, 'You'll be all right, mate!' I sought a second opinion."

Kim is thrilled to be racing Lasers on home waters for the first time, after racing Lasers in SoCal, Italy and the Gulf Coast. "I'll be floating around in a Laser all winter and trying to get swoll at the gym," he says.

"But if I am to pick one favorite this year, it was Spring Dinghy on the Cityfront. The first and second places were kind of untouchable (one became the champion of the Great Grand Masters class in this year's Masters Worlds, and the other won fourth place in the Masters class), and I was competing in third place with one sailor. It all came down to the final race, but since the wind became stronger — typical Cityfront conditions — I thought I would have a very slim chance (I am a lightweight sailor). As expected, he was leading the race, but in the middle he made a mistake, I became ahead of him and I thought I might win, but eventually he almost caught me up and I thought I might lose, then he capsized in the last moment, and I won. It was a very challenging race, but the never-give-up sprints panned out."

Takayanagi participated in the Masters World Championship in Dublin last September. "Every day the wind was blowing and it was a very challenging regatta for me. In the second race of the fifth day, my boom vang key was completely torn off at the first windward mark. I thought it would not be pos-



Seen here in front of Half Moon Bay YC's partially reconstructed deck on October 6, Laser sailors Marcel Sloane (left) and Lance Kim duked it out all season.

Laser Radial — Voyager 1 Toshinari Takayanagi, RYC

"I like many of the Grand Prix regattas," says Toshi Takayanagi. "Lake regattas (Lake Yosemite, Scotts Flat, Huntington, etc.) tend to offer clean flat water, enjoyable mild wind, beautiful scenery, fun camping, and socializing. Bay/ocean regattas (Cityfront, Richmond, Monterey, Santa Cruz, etc.) tend to offer great breeze and serious competition, with occasional fun interaction with sea life.

sible to continue the race without the boom vang under that wind, and I was about to retire from the race. But I had a second thought and decided to give it a try. It was both challenging and scary to maneuver the boat, but I was able to successfully finish. From the race result perspective, it did not matter whether I finished that race or not, because that became my discard race, but I was pretty proud of myself that I did not give up.

"Youth sailors are growing and getting

TOSHINARI TAKAYANAGI