



e27 2007 Nationals, photo by Ralph Deeds

Midwinter sailing for the SF fleet!!!

By Jason Crowson

With the November race cancelled due to the unfortunate oil spill in SF bay, the December outing was the beginning of this year's midwinter series. The conditions consisted of the typical sunny skies, light winds, and huge wind shifts. There were several lead changes, but in the end Mr. Paxton and the Motorcycle Irene gang took the line honors, with the Moxie crew hot on their heels. The ex-poo-h-bah Mark Lowry and the Xena team held on to third holding off the Deed clan on Magic Bus. A total of 14 boats made it out for the festivities, and rest assured each and every person enjoyed themselves!

Those who missed the December event should make the necessary arrangements to join the fun on January 12th. While you are at it, put the February 9th date in your calendars as this is the final race of the midwinter series. Hope to see everyone out there.

December 08, 2007 BYC Midwinter results:

SAIL #	SKIPPER	BOAT NAME	BOAT MODEL	RATING	FINISH	PTS.	YC
28137	Will Paxton/ M. Jones	Motorcycle Irene	EX 27	129	14:13:09	1	RYC
83	Jason Crowson	Moxie	Ex 27	129	14:13:55	2	RYC
68	Mark Lowry	Xena	EX 27	129	14:14:38	3	RYC
41	Paul Deeds	Magic Bus	EX 27	129	14:14:45	4	
18364	John Rivlin	Peaches	EX 27	129	14:14:55	5	STFYC
57	Michael Robinson	Expressway	EX 27	129	14:15:47	6	WYC
77	Larry Levit	Strega	EX 27	129	14:23:41	7	RYC
USA116	Thomas Jenkins	Witchy Woman	Exp 27	129	14:23:48	8	MorroBay
8444	Bill Goldfoos	Swamp Donkey	EX 27	129	14:24:11	9	EYC
0	Steven Katzman	Dianne	EX 27	129	14:34:24	10	LTWYC
11	Dan Pruzan	Wile E Coyote	EX 27	129	14:34:58	11	EYC
101	Nathalie Criou	Elise	EX 27	129	14:37:56	12	STFYC
6712	Bob Doerr	Radio Flyer	EX 27	129	15:19:49	13	MPYC
18070	Tom Hintz	Opal	EX 27	129	DNS	16	StFYC
32215	Mike Hearn	Bobs	EX 27	129	DNC	16	RYC
8477	Terry Cobb	Mirage	EX 27	129	DNC	16	SSS

2008 e27 Schedule has been posted !!

The 2008 schedule has been posted on the e27 website. Starting making your plans and getting your crew lined up for this great upcoming season. Sign-up on the website to encourage others to start making plans for the upcoming regattas.

Regular Buoy racing Series

Event	Host	Date
Spring Keel Regatta	StFYC	March 1,2
Resin Regatta	SFYC	April 12,13
Elite Keel Regatta	SFYC	May 17,18
E27 Pacific Coast Championships	RegattaPro	July 19,20
Summer Keel Regatta	SFYC	August 9,10
E27 Nationals	StFYC	August 29,31
Great Pumpkin Regatta (Saturday)	RYC	October 25

Long Distance/mellow Series

Event	Host	Date
Three Bridge Fiasco	SSS	January 26
YRA Lightship	YRA	March 22
Doublehanded Farallones	BAMA	March 29
Vallejo Season Opener	YRA	May 3,4
Delta Ditch Run	RYC	June 7
Sarcoma Cup Regatta	RYC	June 28,29
Great Pumpkin Regatta (Sunday)	RYC	October 26

The e27 Newsletter back in action!!!

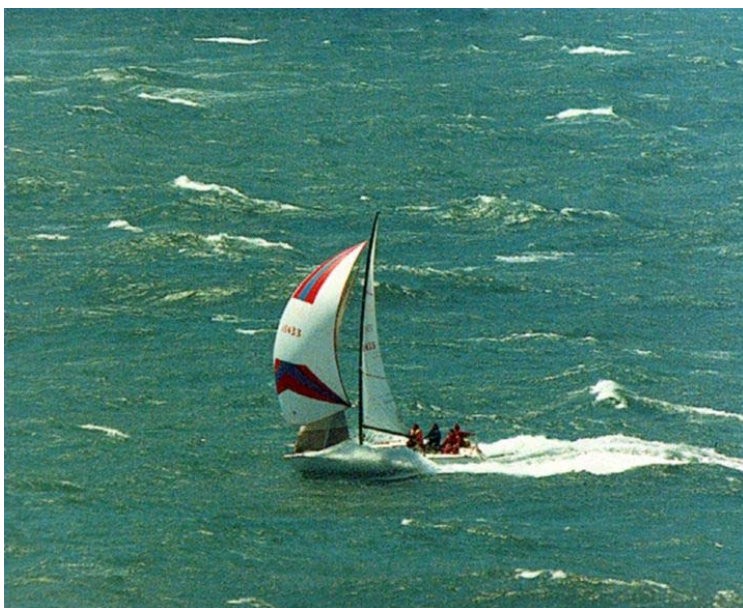
After several years of an absence of our class newsletter, I have decided to take it upon myself to attempt to resurrect this great tradition. My intention is to send it out via e-mail at least 2-3 times per year. If you would like to continue receiving the newsletter, make sure you go to the class website and sign-up on one of the e-mail lists.

(<http://express27.org/articles/emaillist>)

If there is something specific you would like to see, something you want to sell, or if you want to contribute some pictures or articles, please forward to me at this address.

2crowsons@comcast.net . I hope everyone enjoys the newsletter and feel free to pass along to your crew or anyone interested in our great boats.

-Jason Crowson



The following article is from a previously released newsletter.

Downhill to Santa Barbara

by Carl Schumacher, N.A.

5 Express 27s answered the call for downhill flying. Besides *Moonlight*, there was Ron Kell in *Abigail Morgan*, Amen/Radcliff in *Locomotion* (last year's Catalina Race overall winner), Steve Lake in *Elan*, and Tom Martin in *Peaches*. With 5 boats, Encinal Yacht Club gave us our own class within the MORA Light division. All the boats sailed with a crew of 4 and the winds were light enough off the St. Francis Y.C. starting line to use the No. 1 jib.

...we actually hit our top speed of the trip (17.5 knots) in the wee hours of the morning.

Our crew on *Moonlight* consisted of John Franklin, co-owner and co-skipper, my daughter Sutter, and local sailmaker Howie Marion. John and I had been looking forward to this race for a year. John had raced Starboats years before becoming a member of the Express fleet and had never done any ocean racing. He really loves sailing and surfing in light boats and the prospect of almost 300 miles of such sailing was too strong a call to resist. Although I had done many MORA Long Distance Races in the past, it had been some years (10 to be exact) since I had sailed an Express 27 in the open ocean. This summer was to be a bit of a respite from big boats in longer races. I also wanted to introduce Sutter to ocean racing. She had done a couple of deliveries down the coast but now was to be a working member of a 4 person team. We were fortunate to get Howie to sail with us. I wanted someone else on the boat with offshore experience to take some of the load off me.

The racing between the 27s was close from the start. *Abigail Morgan* led out the gate in the light dying breeze. All afternoon the wind continued light out of the Southwest. We eagerly listened to the hourly buoy reports to see if the weather was changing along the coast. *Elan* was a little further outside and picked up a good puff which allowed them to get a lead as the

boats in closer to shore began to stall. Finally we set the spinnaker in the middle of the afternoon and although the wind was still light at least this was a sign of things to come. We had purchased a new 0.6oz (not class legal) polyester kite for the race. It worked well in light air and heavy and proved to be the only sail we needed. Just before dark we jibed to port to keep from sailing too far off the rhumb line. On the new jibe we were able to sail about 20 degrees closer to our waypoint (5 miles off Pt. Sur) and about 1/4 to 1/2 knot faster because of the new wave angle. We were surprised not to see anyone follow us.

Around midnight *Peaches* got a little too friendly with a marine mammal (I was told a sea lion). Not knowing if any damage occurred, and with Santa Cruz nearby, they made the conservative but prudent decision to pull in and check it out. When they got in they did not find any problems, but the race had already passed them by.

Around this time the wind began to pick up and for the next 21 hours the rest of us were treated to a glorious sail. As we approached Pt. Sur we were headed down to course and passed within a mile of our waypoint. After jibing back to starboard the wind increased further and we actually hit our top speed of the trip (17.5 knots) in the wee hours of the morning. As the sun came up in the morning we were able to make out *Elans*'s spinnaker about a mile behind us. Our jibe the previous evening had allowed us to cut some distance, but we didn't know where the other boats were. Interestingly, we had a borrowed main and a new spinnaker so Steve did not know it was us ahead of him. That afternoon was really a fun sail as the miles rolled by. The boat was just flying down the waves in total control. A lot of speeds in the 16 knot range. You would be surfing down a wave a 14 knots, a puff would hit and you would feel the boat accelerate to 16. The .6oz kite was handling itself very well. As I had said it had been a long time since sailing a 27 down the coast and I had forgotten how much fun it was.

In the early afternoon we saw a speck on the horizon offshore. As it approached we were able to identify it as *Locomotion*. We were unsure as whether or not they would cross *Elan*. The decision was made

Abigail Morgan, winner of the San Francisco to Santa Barbara race, shown here in the Memorial Day Regatta

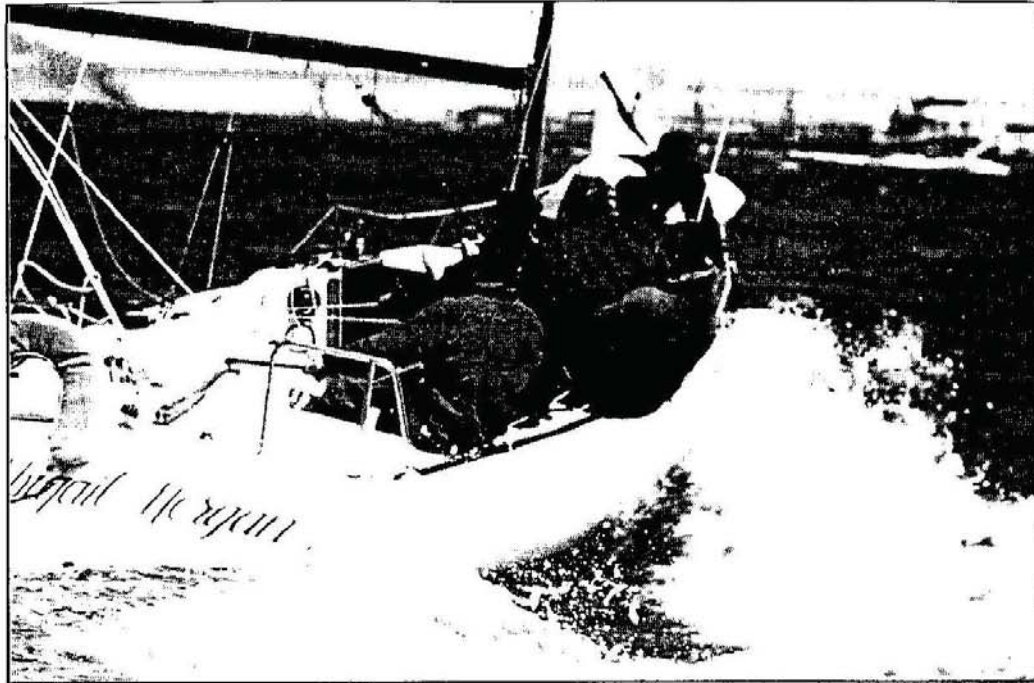


Photo by Yacht Images

on the last wave when they were within a boat length of each other. We now had a three boat race.

At one point Sparky and Elan got to within a boat length before we were able to pull away.

Later we saw the J105 crossing behind from outside just as they stuck their pole in the water and blew out their second gennaker. Under white sails they faded quickly. We then crossed jibes with the Mull 30, *Sparky*, sailing with a poled out jib. As both of these boats owed us around a minute a mile, we were feeling pretty good about ourselves.

About 5 in the afternoon we passed just inside our waypoint off Pt. Arguello. The sail from here to Pt. Conception was nothing short of fantastic. The wind angle was about 130 degrees, the waves were straight behind and we were boogying. Now we had to make a decision. We wanted to stay outside near the shipping channel for better wind. As we headed out, *Locomotion* pointed along the shore. *Elan*, not knowing it was us going outside felt they had to cover the other

boat. Now there were 2 boats that were going a different route. We jibed back and tried to get in front of *Elan* and *Locomotion*.

Just about dark we sailed out of the breeze 19 miles from Santa Barbara. All that night we struggled against the current, and maximized each puff while fighting off running lights from behind. At one point *Sparky* and *Elan* got to within a boat length before we were able to pull away. As we approached the finish line off the Santa Barbara Yacht Club, we saw a boat ahead that looked like an Express 27. Our fears were confirmed when we found out that *Abigail Morgan* had beat us by about an hour. They had rounded Pt. Arguello about an hour behind our group and had stayed out in the channel (the way you are supposed to) and gone around us. They were 2nd to finish, 2nd overall, 1st in MORA; and 1st in the Express 27 Class.

All of the 27s sailed well, beating the Olson 30s boat for boat. We had a good time, and sailing as a class made it even better. I would like to see the class adopt this as a scheduled event. Santa Barbara was a good place to finish, and most people were able to race and return in 4 days. Next time we will stay outside at the end!