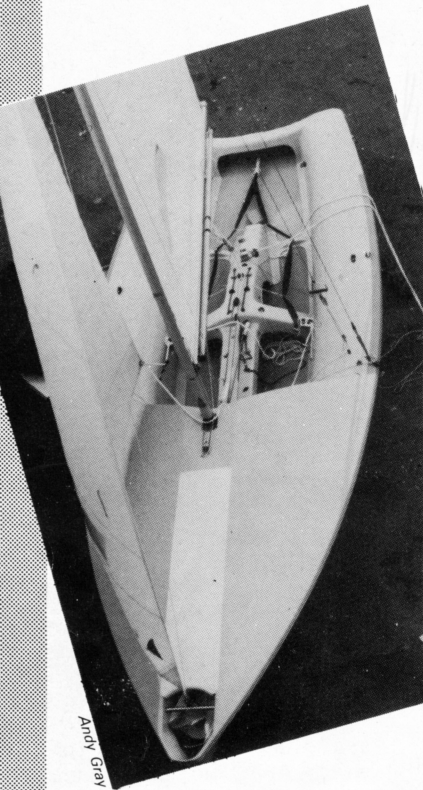


DUNHILL 9th int. 505 class Pacific Championship



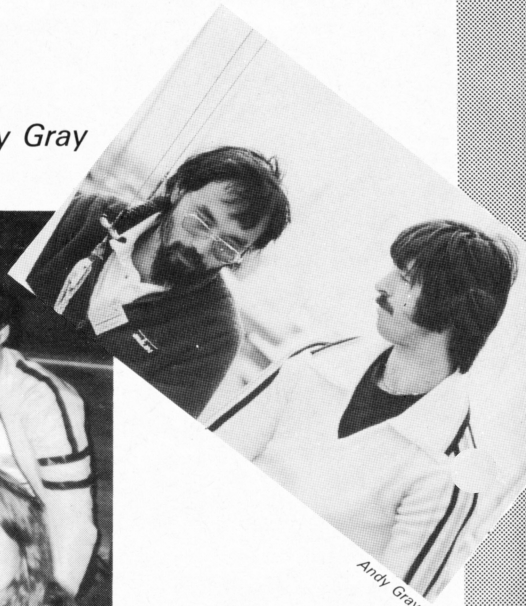
by Andy Gray



Andy Gray



Andy Gray



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Left, G&H Marine Craft 505. Above, Stan Honey, Ikuya Yashida, Sekiguchi, Andy Gray, Sally Lindsay and Terry Kyrwood make a nice multi-national group. Top right, Eddie Owen chats to Gaku Kimura of G&H Marine Craft.

The Japanese 505 association in conjunction with Enoshima Yacht Club and Alfred Dunhill, were the magnificent hosts of the Dunhill 9th International 505 class Pacific championship. Competitors from six nations assembled at Enoshima, the venue of the 1964 Olympic regatta, and took part in a championship which will be remembered as an event which was everything it should be.

Similar to the French championship at Morgat, the regatta started on a Wednesday, therefore, most competitors arrived three days early to sort themselves out. Visitors were greeted by the driving rains and high winds of a typhoon. Each of us was met and subsequently put up and taken care of by our hosts, who were all English speaking, and, to put it mildly, were fantastic hosts in the best Japanese tradition.

G & H Marine co-ordinated our arrival and the charter of boats to foreigners. Fears were soon allayed when we saw the

effort the company, Gaku Kimura, Zero Noguchi and Kota Imai had put into the championships. The weather cleared up and saw Team G & H setting up its new boats, changing Proctor D's and the spinnaker lead positions, from a large communal tool box.

The racing was conducted in Sagami Bay about three miles offshore to allow the offshore winds to settle. With the exception of the light weather practice race the wind was rising and falling between force three and four and a half, swinging between ten and twenty degrees and usually veering throughout the day. The sea was a short chop similar to the Thames Estuary. The precision of the courses was exemplary, true beats a nice beam reach, followed by a testing tight reach — every time!

The practice race was won by Japanese 470 Pundits Takahashi and Nakajama, from Kyrwood, Owen and Tsuji, Kyrwood coming from the far right on the last beat, a lesson

to be learnt in Sagami Bay! This was followed by a cocktail reception where all the guests had to make a speech, unfortunately or fortunately before the cocktails and Japanese cuisine.

In the first race Ryo Komiya and Harahiko Yashida were first around the first mark but Eddie Owen and Andy Gray led from the gybe to take the first race to set the pattern for the regatta. Sekiguchi and Kimura were second from Terry Kyrwood and Reg Crick, Sally Lindsay and Stan Honey. Kai, 470 world champion was fifth.

The third and fourth races were held in marginally stronger winds with Owen and Gray taking two or three minutes from Kyrwood and Crick, who were taking more from the rest of the fleet, being led by Lindsay and Honey.

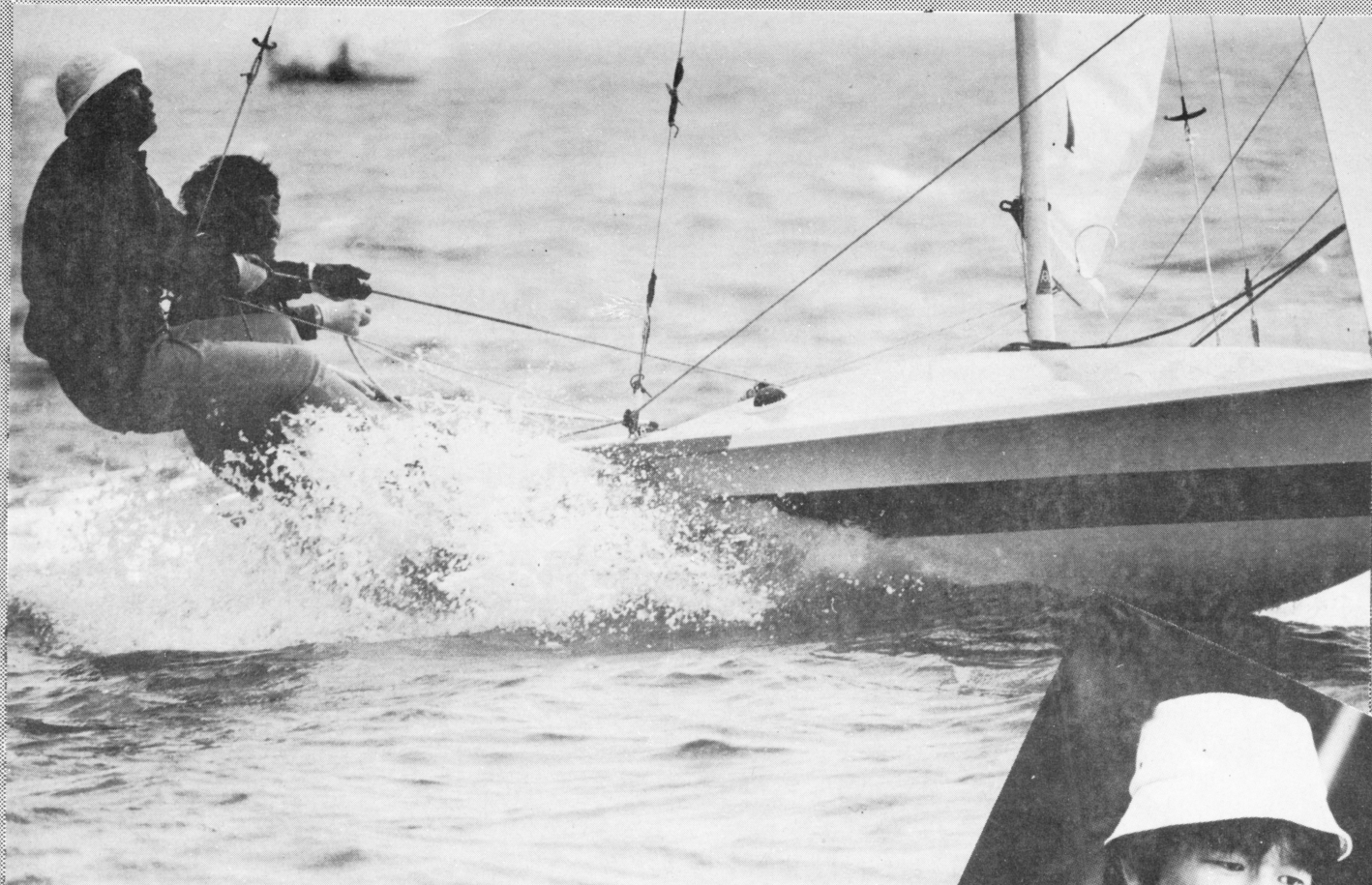
The break between races showed the amazing Japanese way of doing something properly. Each crew was given beautifully cut sandwiches, a drink and in my case a

welcome Dunhill cigarette.

The fifth and sixth races only served to confirm the domination of Owen and Kyrwood and this was shown even more clearly on the video recording of each race enjoyed each afternoon over ample free drinks. So with Owen and Gray the champions, Kyrwood the defending champion second and Lindsay third the last day served to give the Sunday spectators a show and allow the Japanese to fight out fourth place. Terry Kyrwood and Reg Crick won in fine style. Tsuji and Naguchi, who were now finding speed, were second from Kai. This made Tsuji the top Japanese. Owen and Lindsay were disqualified for swapping boats.

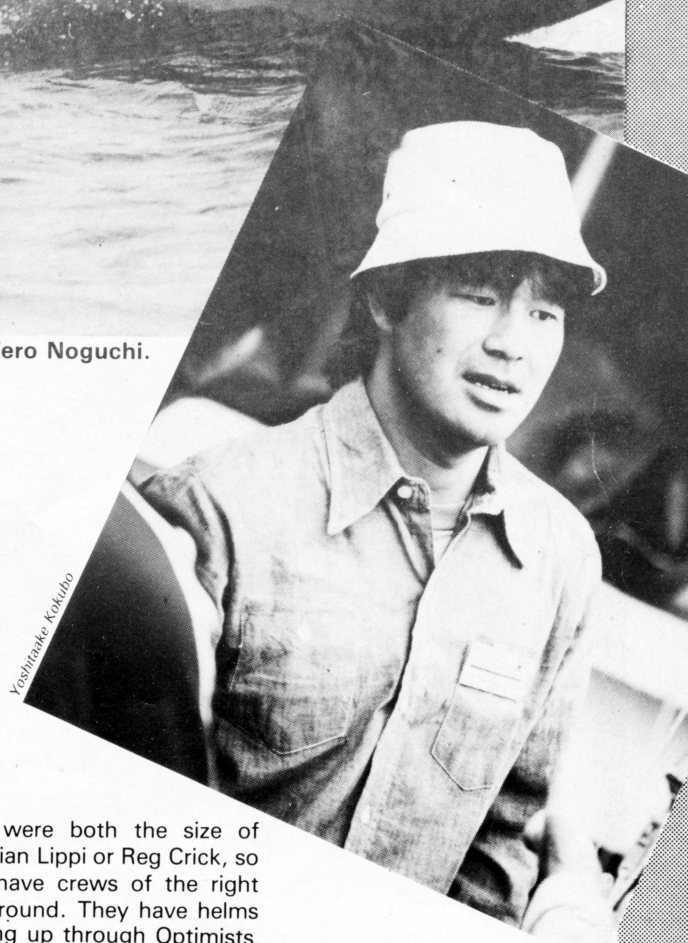
The final evening was everything it should be, national press interviews, photographs, followed up by a 'real' prize giving with prizes to make your eyes pop out! Speeches, food, disco, drinks, beer throwing and finally a big splash as the 'champs' hit the

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Toyoharu Yasoshima

Shirai and Takemoto on a flat-out plane. Right, Zero Noguchi.



Yoshiyuki Kokubo

water from about 15ft. This observance of tradition and attention to detail, is crucial to the rapid ascendancy of yachting and everything in Japan.

To quote the message in the programme from the marketing manager of Alfred Dunhill '...the yachting world in Japan has made tremendous progress. I believe this is the fruits of enthusiasm of the people who love the sea and yachting. It is expected that this Pacific championship (which will be) held by the great efforts of all concerned under such circumstances will make substantial contributions towards developing the yachting world in Japan....'

'The important thing is to make the most of the chance and to participate in the higher level international races as much as possible. This 505 Pacific championship which will be held in our country may be a good chance to improve the standard of Japanese sailors....', this was the message from the president of Japan Yachting Association.

These words are not pie in the sky. Historically the

Japanese are a nation of fishermen. Also they gained naval supremacy in their part of the world by learning from the British navy. Since 1964 yachting has grown in Japan. A fleet of at least 100 Yamaha-built university 470s could be seen racing each day in Sagami Bay. They have the current 470 world champion.

This attitude in 505s was reflected not only in this exemplary championship and the general thirst for knowledge by everyone including pressmen and yachting management but also the boatbuilders. G & H Marine has changed its mould four times in three years. These boats are fitted out with a selection of the best fittings worldwide and the systems used are a composite of good ideas that have been tried and selected. The boat works. Owen and Gray used one and convincingly beat Kyrwood using his own boat and equipment.

Noguchi (4th) and Morikawa

(5th) were both the size of Christian Lippi or Reg Crick, so they have crews of the right size around. They have helms coming up through Optimists, Laser, Snipe and 470s. I have no doubt that through these technical developments and their 505 — like attitude on-shore, the class will flourish in Japan. They will be giving us a hard time in future world championships.

SPINNAKERS

Much interest was shown in the new Musto spinnaker. With the first reach being well on the beam, Owen gained at least 30 seconds every time. On the tight second reach Owen could hold his own or lose about 10 seconds, but pull out another 30 seconds or

more on the run. Terry Kyrwood and Reg Crick began to feel the advantage and changed spinnakers from their traditional Burke to a larger cut. Lindsay and Honey maintained their position with the Tri-Shi Sally developed with North. The Japanese felt it was time for a change from the system they had evolved from the Australians.