

# TANKTALK

SUMMER 2000

THE MAGAZINE OF THE 505 CLASS, AMERICAN SECTION

## CAM'S EXCELLENT ADVENTURE



505 World Champion Cam Lewis at Cape Horn in 1993. Lewis will go for the Horn again sometime next year during the extreme sailing event known as The Race. PAGE 13



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# TANK TALK

The Magazine of the 505 Class  
American Section

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## Message from the President

As the sailing season picks up steam, and we head into the championships of the fall, I ask that you focus attention on two issues that will be coming up at the Annual General Meeting in Santa Cruz. First is the selection of candidates for class president. My term expires at this year's AGM, where we'll be selecting the next president. My hope is that candidates will step forward well before the AGM. It's important that the class as a whole gets to weigh in, not just those lucky few who get to attend the AGM.

The role of the president is to interact with the other sailing organizations (ISAF, US Sailing, and our own International Class Association) and provide some direction for the class. If you are interested in the position, or know of someone who would do a good job, please contact me or one of the other officers.

A second issue that should be addressed at this year's AGM is updating the American Section Constitution. There are a number of items that need to be changed to bring the Constitution in line with current class operations. In the months leading up to the AGM, I will be sending out proposed changes, so make sure to check your e-mail. Final changes will be sent out for a postal vote.

See you on the water,

Solomon Marini

## WANTED!

Writers, Photographers, Editors and Bullshitters.

We need all of the above for *Tank Talk*, the magazine of the 505 class. Have you got a story you are dying to tell? Have you discovered the formula for going faster upwind? Have you got a few things you want to get off your chest? Let us know.

Contact us at [tanktalk@ziplink.net](mailto:tanktalk@ziplink.net). Or drop us a line: *Tank Talk*, 607 Bennington Lane, Silver Spring, MD 20910.

# SHORT TACKS

## New Opportunity in the 505 Boat Market?

**W**e all know it. You need boats to build a class. And in recent years, the used boat market has been tight as drum. That's made getting new recruits more challenging. Finding a good boat is difficult enough. Paying for it is taking a bigger slice out of the bank account. But relief may be in sight.



Peter Alarie and company's **Guck, Inc.**, in Rhode Island took delivery in mid-May of four new bare hull KISS Rondars. The KISS Rondar is a keep-it-simple approach to 505 sailing. The layout minimizes the spaghetti factor with an eye on attracting new owners. The boats go for about \$14,000 with sails and cover. That puts them on a par price-wise with used Waterat super yachts. By the way, the latest shipment brings the total

number of KISS boats in North America to seven.

Also in New England, builder Geoff Hurwitch has just completed his first boat under the **Witchcraft** label. A completed boat can be ready in as little as two months and also goes for about \$14,000. In addition, **Triad Trailers** in Connecticut is now building trailers and trolleys for 505s, providing a locally based retailer for transport gear. Could those long waits for containers that never ever seem to clear customs, let alone leave the UK, soon be a thing of the past? There is hope. ☸



## Some Changes at *Tank Talk*

**Y**ou hold in your hot hands a newly revamped issue of *Tank Talk*. Our editorial philosophy is simple: *Tank Talk* should reflect the ideas, opinions and diverse voices of our class. You will find some nuts and bolts articles mixed in with some longer feature pieces. Jesse Falsone interviewed Cam Lewis on his racing career. Peter Alarie writes about boat prep. We have tried to stay away from material already on the web, such as stale regatta reports. We are eager to print feature stories, opinion pieces and "how-to" articles, just as long as the material is original to *Tank Talk*.

We realize that this issue is just a start. For example, most of the voices in this *Tank Talk* are from the East Coast. We hope to change that in coming issues. Feel free to write us at [tanktalk@ziplink.net](mailto:tanktalk@ziplink.net). Letters to the editor are welcome. And if you hate what you see in *Tank Talk*. No problem. Just write something better. A special thank you to former editor Scott MacKay, who had a great tenure and made the transition to a new team so easy. Oh and the deadline for the fall issue of *Tank Talk* is September 1. —THE EDITORS



## UPCOMING 505 EVENTS

Plenty of great 505 regattas on tap for summer. Our top picks include the **Canadian Championships**, July 1-3 in Kingston, Ontario, the **Great South Bay Regatta**, July 8, on Long Island and **Washington's Oak Harbor Summer Regatta**, July 15-16. Later in July, check out the coaching session at Lake McConaughy, Nebraska, and **Sandusky Summer** regatta in Ohio. The **Pacific Coast Championship** in California kicks off August 5-6. And this event is twinned with what looks to be a 30-boat **North American Championship** a few days later on Aug 9-13 in windy Santa Cruz. The **East Coast Championship** is slated for Aug. 25-27 in New Bedford, Mass., one of the best venues on the East Coast for 505 sailing.

For more information about these and other events go to: [www.int505.org/usa/events/regs.htm](http://www.int505.org/usa/events/regs.htm). To get your events listed send them to [tanktalk@ziplink.net](mailto:tanktalk@ziplink.net).

Go Sailing!

### New Venue Under Consideration for Mid-Winters East

**W**e've been eagerly flocking down South in recent years for the annual 505 Mid-Winters. The three-day regatta has been hosted by Florida's St. Petersburg Yacht Club. St. Pete has provided top race committee work. But the January event has been plagued by a lack of breeze. This year, the regatta included three light air races.

Aware of the wind problem, Ethan Bixby, the unofficial local host, has been working on a new venue. Ethan is considering a move up the road to nearby Clearwater Sailing Center. The club is on the Gulf of Mexico, rather than the current course on Tampa Bay and seems more likely to get breeze. In addition, he is considering shifting the regatta to later in the year, probably February 2-4. A big advantage in the calendar change is that the regatta would be closer to the spring season in the Northeast, providing greater continuity to the schedule. Ethan welcomes feedback. Contact him at: [ethan@sales.northsails.com](mailto:ethan@sales.northsails.com). Watch this space for developments. ⚓

### Overlooked?

A few years back, 505s returned to Bermuda for International Race Week. It was a smashing success: Great wind, warm weather and fantastic off-the-water festivities. But 505s have not returned since. The usual scheduling conflicts have been to blame. But Bermuda still shines. Time to consider another race week, or even an East Coast Championship or North Americans?

### Put Your Boat on the Class Registry

We all know about 505s that don't get sailed, boats that sit in a dark garage and seem destined never to see a screaming reach again. Your class officers are assembling an official North American 505 registry. Their goal is to track down boats that are racing and those that aren't. They've done a lot of the obvious stuff, like get lists from class associations and builders. Now they need your help. Here's your chance to get you boat back in circulation, or let us know about that Waterat collecting dust in a basement. Please send information to [stetson.1@osu.edu](mailto:stetson.1@osu.edu). We promise to protect our sources. The Register is at: <http://www.int505.org/505regis.htm>. ⚓

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# Going Fast While Going Slow: 10 Tips for Light Air Sailing

By *Ethan Bixby*

**S**ure every 505 sailor lives for the lightning fast reach or planing upwind at warp speed. But it's summer. And in many parts of North America, that means light air racing. Let's face it we have plenty of events where a light air high-pressure system descends upon the racing area. And that means getting up to speed in the light stuff can be just as important as ripping the perfect jibe in 25 knots.

So here are some quick tips to remember when getting ready for sunblock season.



**CENTERBOARD:** The centerboard fit is one of the most overlooked performance areas, but it matters. Boards that jibe, or angle, to windward seem to give a little light air advantage. On jibing boards, the fit is more critical as it is concentrated in such a small area. Flip the boat on its side and inspect it carefully. To ensure that you have a tight fit on the jibing strips, jibe the board to one side and then wiggle the tip. You should find minimal play. Next check that you have a full jibe on both tacks, and that the jibing strip does not extend below the gasket. Ensure that the board will rotate fully forward for light air upwind pointing.

**CREW WEIGHT:** Try to keep your weight together and forward. Upwind the helm should steer from the rail for vision and feel, and the crew should balance the

boat to keep steering to a minimum. Downwind I like to have the crew near the weather shroud and have the skipper to leeward to balance the crew. Mainly keep the weight forward so that you are not dragging the stern.

**RAKE:** A good starting point is 3'3" measured forward or 25'8" measured aft. You can stand the rig up another inch forward and be fine, just watch the jib leads.

**SHROUD TENSION :** In very light air, the rig will be pre-bent against the shrouds. Once you have enough wind to load up the rig a little, I look to keep the leeward shroud just loose until you start solid trapezing.

**RAM AND PRE-BEND:** If your neutral ram point gives about 1.5" to 2" of bend, try raising the ram another 1". It's hard to pre-bend too much, but if you start getting over-bend wrinkles from the clew to the luff then you've gone just a bit too far! What you are trying to do is flatten the sail into a high speed, low-drag shape, and flatten enough to promote easy flow at the top batten.

**TWIST:** For upwind, try to get the boom centered with the mainsheet, and use the vang to control the twist. Generally, use less twist for high pointing, but only after getting the boat up to speed and going well. In max point conditions, it's ok to stall the top telltales 50 percent of the time.

**JIB TRIM:** Keep the luff tension soft. If you need a little fuller entry and more powerful jib, keep the rig tension soft to promote a little headstay sag. Use the leech telltale and find the stall edge for your wind conditions. We use a trim line on the clew of the jib as a guide for the sheeting angle.

**SPINNAKER TRIM:** Keep your apparent wind-speed at the right level by heading up to keep the spinnaker pressurized and working the boat back down in the puffs. If the jib has no flow and is not full, then you are probably sailing too low. Maybe drop the

*continued page 8*

## Light Air Sailing **CONTINUED**



*Light air: Keep motions smooth.*

pole an inch from your normal setting. Keep the board down when you need the power close reaching, and slide it way up when trying to work low on a reach. If there is enough breeze to keep the boat stable and steer with small heel changes, try running with the “clunk in the trunk”. Just retract the board until it is all the way up and slide on down the course.

If you end up with huge rudder angles, something is out of whack and maybe you should either correct the trim problem or put a little

board down! If the skipper is having a problem steering from the leeward side beneath the boom (they always do!), give the helm to the crew so he can fly the spinnaker and steer in harmony. Then the skipper can sponge the boat out and ponder the tactics, serve refreshments and chill out!

**CLEAN BOTTOM:** This is especially important for downwind light air speed. This is as simple as cleaning with soap and water, or maybe a little 600 grit to keep it clean.

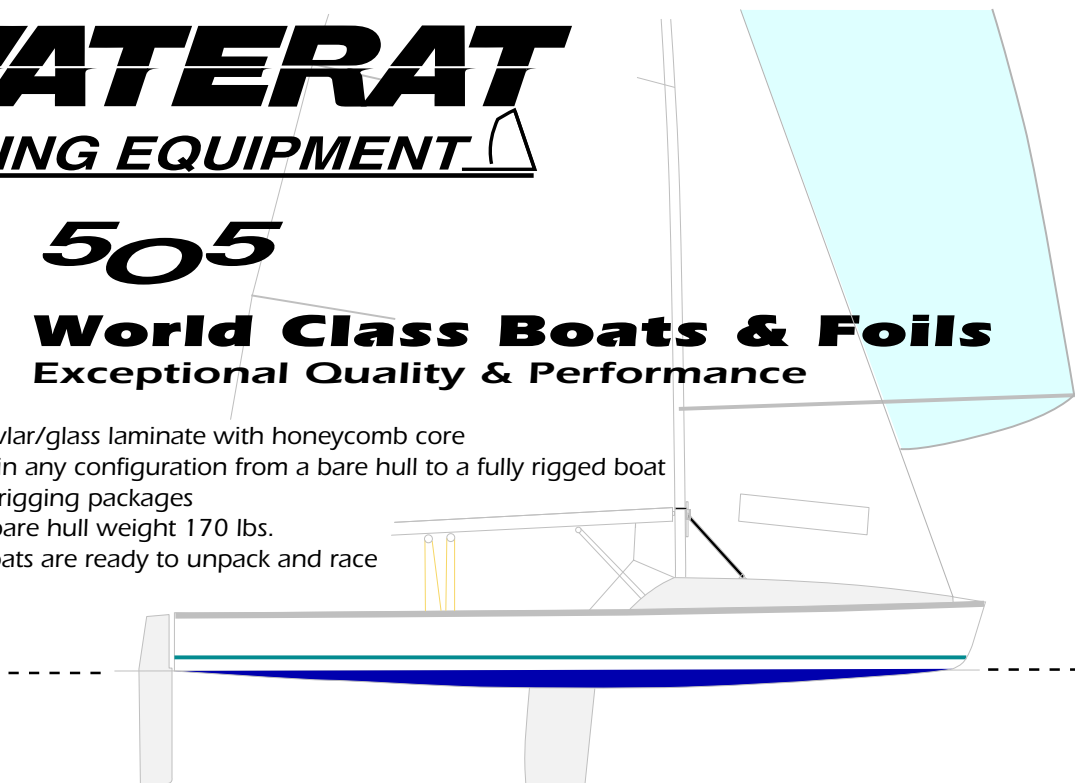
**ATTITUDE:** Keep your movements smooth, your head out of the boat and always look for wind and opportunities. Anything can happen in light air and that means you should never count yourself out. Boat speed tends to be less of a factor, as boats are more evenly matched than in heavier air. Races can be won on hitting the shifts and puffs. ☩

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# Start off the Water to Go Fast on the Water

By Peter Alarie

**B**oat preparation is never ending. But don't despair. Good prep work is the key to great sailboat racing. And the time you put in on shore will be amply rewarded on the water. A well maintained boat adds up to speed on the racecourse and is a key ingredient whether you're out to win the worlds or the local fleet championship.

The first step is to get organized. Make a master list and include everything, broken blocks, worn out shock cord or anything that is just not right. Write down large tasks that you've been dreaming about (sex change, high aspect board, new bailers). Add items that seem too small to write down (redo the number system on the ram, new telltales on the shrouds). Look at other teams' lists for ideas. Record even the smallest problem (stop sheet over the boom) and think about breakdowns suffered by your unlucky competitors (broken vang shackle—hey, we use the same one!).

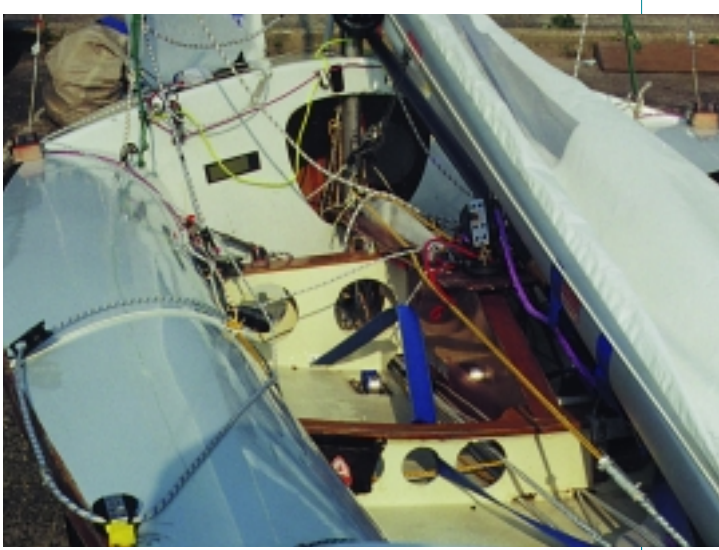
## MAKING LISTS

Next categorize tasks into three areas: Maintenance, Refinements and Changes. On the Maintenance list, include those things needed to prevent breakdowns and the dreaded premature docking. Prioritize and work down from the top. I do not like to do work at regattas, so I always do this stuff at home. It is hard to focus on racing when you know that you have four repairs to knock off before you can leave the beach! Your work list should produce another list of items you need to buy or dig out of that box in your closet. Spend the time to get all the goods and tools together, and then begin. Set goals and time frames for the jobs and stick to it.

Once you have a handle on the Maintenance list, you can move onto Refinements. This is where the fun starts, as these are the items that will make the boat easier to sail. These are subtle variations on your systems that will make them work better in some or all conditions. You will often think about Refinements while out sailing, so come up with a way to record them. Howie and I simply count items and then remember them on shore, "We had four items, what were they?" Your organization during routine maintenance will allow you time to make this type of

improvement. Jib tough to uncleat in 20 knots? Try lowering the cleat 1/16". Pole does not retract smoothly every time? How about thicker shock cord, better leads on the blocks or more throw in the system (or all of the above!). Even if you only have a problem once, examine why it happened and make sure it will NEVER happen again.

Our last list is the Changes list. You are doing well if you ever get to this list, but it is worth considering. These are larger changes to your boat, often multi-day



*Alarie's Axiom: Avoid boatwork at regattas.*

endeavors. Some examples would be fairing the bottom, painting the deck, complete re-rigs or adding/replacing bailers. Most of these items will be limited by your available budget and may not really be necessary to achieve your goal of the perfectly functioning boat. Many of these jobs will remain on the "wish" list, but they may inspire you to find better ways to do things, leading to Refinements rather than Changes.

Organization is the key to boat preparation. The ever present lists will help you get through the tasks in a timely fashion. That will help you focus on what really matters: Time on the water. ☩

*Next Issue: "Alarie's Tip List"*



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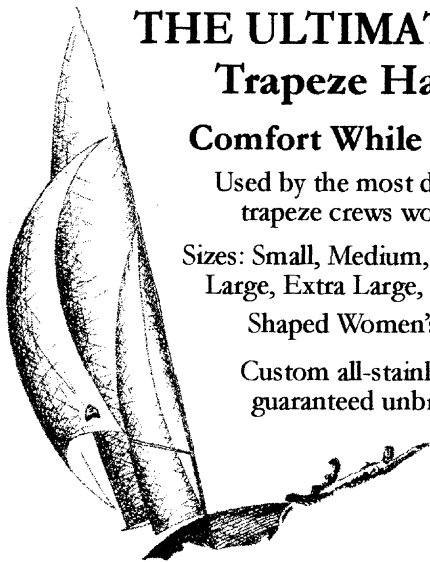
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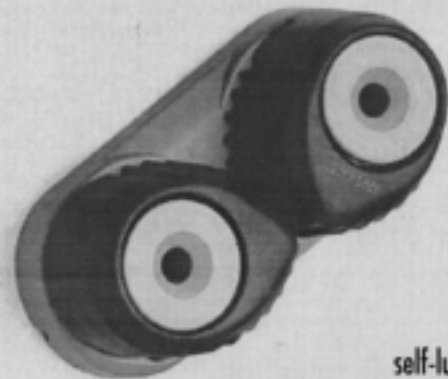


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# Sailing by the Numbers: Use the Compass for Speed

By Neil Fowler

**S**ailing and racing the 505 can be so mesmerizing that many of us sail along blithely ignoring the basics that win races. Your compass, whether it's a state of the art dual digital solar powered extravaganza, or your grandfather's Boy Scout unit taped to the board cap, can feed you the information you need to sail the shortest distance around the race course.

Over the years we have worked out a routine that, when we are not too lazy to follow it, has proven very effective.

The first step to successful utilization of the compass occurs well before the start. In order to develop an accurate "feel" for the duration and magnitude of the windshifts, get out to the course 30 minutes before the start. Take a few head-to-wind readings on the sail out. These readings may tip you off to a geographic shift that may not be apparent in the starting area. Ideally, you should sail the entire first beat. Make note of the high, low and median headings for each tack. Also take the corresponding head to wind readings. This information will enable you to harden up for a moment on either tack, or just shoot the wind to determine the windshift pattern. If your pre-start homework reveals that the breeze is moving steadily in one direction (known as a progressive shift), you should sail the headed tack initially as the header will continue to increase as you work up the beat.

## DOING YOUR HOMEWORK

In an oscillating breeze, such as the northwesterners frequently encountered on the East Coast, there will be a fairly constant median direction (+-5 degrees), with shifts of up to 25 degrees to either side of that median. In this situation you must sail the lifted tack unless you are above the layline.

A typical set of numbers for an oscillating breeze may be: median wind direction 340-345 degrees, max left 330 degrees, max right 355 degrees. If you are using a compass with 45 degree lines forward you might observe the following. Reading off the port 45 degree line for starboard tack: median 250-255 degrees, max left (lowest heading) 240 degrees, max right (highest

heading) 265 degrees. Reading off the starboard 45 degree line for port tack: Median 75-80 degrees, max left (highest heading) 65 degrees, max right (lowest heading) 90 degrees. That is an awful lot to carry around in your head so we tape a piece of "Wet Notes" paper to the diagonal bulkhead and record the numbers there. On the occasions that we have bothered to record the numbers it becomes pretty easy to decide which tack to be on. For example, with the above info recorded and clearly displayed near the compass you can harden up on starboard and settle on a number read off the port 45 degree line. If you read 260-265 degrees, it is clear that the wind is at the right hand end of its oscillation and should start to work its way



*Fowler sailing by the numbers.*

back to the left. This enables you to start or tack below a competitor on starboard confident that the wind will back (shift to the left) about 25 degrees and drop them into your backwind. A simple rule to follow in an oscillating breeze is that whenever you drop below the median it is probably time to tack.

In a progressive or persistent shift the numbers will, with some minor wiggles, keep moving in one direction. This requires that you sail what appears to be the

*continued page 12*

## Numbers CONTINUED

headed tack initially. An important note: A major mistake often made here is to sail too far into the growing header and overstand the mark.

You can use your compass to detect a variety of shifts, but you are unlikely to use this info to full advantage without observing and recording a good portion of the windshift pattern prior to the start. It is possible to sail on one tack for a few minutes and detect a 10 degree shift, but it will be a guess as to whether you are sailing in an oscillating or persistent shift. Your compass will let you know what is going on right now, but it is up to you to fit that clue into the big picture and make the correct decision.

The key factors to successful use of the compass are getting on the course early enough to pick out any trends and recording the three sets of headings so you do not forget the numbers. The compass is merely a tool to help you recognize immediate and local changes. You must decide when to adjust the median and when the tacking angle has opened or closed. Many fast sailors fall into the trap of staring at

the numbers and basing all of their decisions on the “crystal ball”. The compass is much less important than your eyes. It should serve only to back up what you have observed. ☸

*Next Issue: “Off the Wind”*



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# THE ZEN OF CAM:

## *Our Man Cam Goes for the Ultimate Race*



Interview by Jesse Falsone

Cam Lewis is not your typical 505 sailor. In fact, typical is not a word one would use to describe Cam in any context. Cam is an adventure sailor who revels in challenges of global proportions. At 43, Cam is in the prime of his life, and poised to take on the world's best ocean sailors in an odyssey called The Race—a non-stop, open class, circumnavigation to begin on December 31, 2000 (the real eve of the new millennium). Build anything you want, as long as it is driven by the wind and a sailor's muscle. This is perhaps the ultimate event for men like Cam—a true test of man and machine against Mother Nature.

Cam's sailing career has spanned a wide array of boats and events, of which the 505 is but one piece of the ultimate adventure puzzle. Cam won four world championships from 1979 to 1982 in two of sailing's most competitive one-design classes—the Finn and 505. Cam's Finn Gold Cup wins in 1979 and 1980 marked the height of American competition in the single-handed dinghy. After a disappointing Olympic bid in 1980, in which the US boycotted the games, Cam rebounded with remarkable victories at the 1981 505 Worlds (sailing with Ethan Bixby) and 1982 505 Worlds (with Gary Knapp). By the mid-80's, Cam would develop a thirst for offshore and multi-hull sailing that would eventually earn him the unofficial title of "America's most experienced offshore multi-hull sailor." Most Frenchman would tell you that offshore multi-hull sailing is anything but a typical sport for an American.

Much of Cam's rise in the multi-hull world can be attributed to his relationships with French sailor, Bruno Peyron, and Swiss sailor Laurent Bourgnon.

Lewis and Peyron teamed up to place second in the double-handed La Baule/Dakar race in 1987. In 1993, Lewis and Peyron teamed again to win the Jules Verne Trophy for the fastest circumnavigation aboard Commodore Explorer. This achievement earned Cam the 1993 Rolex Yachtsman of the Year Award, and the name recognition that he needed to pursue bigger adventures. In 1994, Lewis and Bourgnon set the westbound transatlantic record in the Twostar. In 1995, they placed second in the Round Europe Race and third in the Transat Jacques Vabre.

As if that weren't enough, Cam has also sailed in two America's Cup campaigns (1988 and 1992), one Whitbread (1998), and narrowly missed winning the 1996 505 Worlds with Howie Hamlin. Cam was again nominated for the Rolex in 1996.

I first met Cam at the 1998 Worlds where he finished seventh sailing with Ethan Bixby. At the time, Cam instituted a perpetual award for the highest placing team with a combined age of over 80 years. One could suppose he'll be winning that award a few times himself before retiring from the 505.

Regardless of how much time you spend speaking with Cam, it is apparent that he is a man of considerable determination



*Explorer on San Francisco Bay.*

tempered by a much lighter side. To a certain degree, Cam's attitude and achievements also force you to take stock of your own. To Cam, life is the adventure and sailboats are merely a vehicle. I interviewed Cam by e-mail.



Cam Lewis and 505 sailor Larry Rosenfeld, who is Cam's partner and navigator for *The Race*.

**JESSE FALSONE:** *Most 505 sailors have very little offshore experience, and many can't understand why someone would enter an event as grueling and potentially treacherous as The Race. Can you tell us what has driven you to risk everything for this event?*

**CAM LEWIS:** A lack of offshore experience is like a lack of a sex life—once you try it you do not want to give it up for very long unless you get so scared on your first experience that you join a monastery.

The modern human is a curious beast and I am a little more so than most. I have proven to myself, and to others, that this planet is not flat. It is also covered by a heck of a lot of H<sub>2</sub>O, mostly salt, and all or at least most of the salt parts are linked together in a series of oceans, and if you are like me, [the oceans] are worth exploring. Now most 505 sailors do there exploring within 10 miles of a hot shower, a hot sexual partner (no, this it not the Finn newsletter SOLO) and a cooler of cold beer. Nothing wrong with this tactic, but it does lead to a heck of a lot of time driving cars, eating in sub-standard



Cam at the 1998 Worlds.

restaurants, taking lots of parking lot time talking theory and tweaking little things that may make you and your boat go .001 knots faster. This can all be very good. You actually might spend somewhere close to 100 hours racing in a year if you are dedicated. Forget the 2000 plus hours of driving to and fro, flying to the worlds, etc. I know I have done this and had a ball.

Now why the blah, blah, blah do I do what I do? I have not spent a lot of time on the shrink's couch to find out. [Does] some deep dark spirit tell me to run away—to live close to the edge because I am

taking up too much room on this crowded earth to remain ashore and watch TV all night and day? Or because it's there? I have a beautiful wife and two incredible boys, Max (6) and Beau (4). I live in a Nor' East paradise in Maine.

Well it could be genetic, but at least that's not a crime. I am like that donkey with the juicy big orange carrot out in front of the nose on a stick. I have a goal—get that carrot. Mine just happens to be a Mission Impossible size task: raise the dollars, find the designers, builders, crew, sailmakers, sponsors, partners, do great PR, make media deals, and a gazillion other tasks. It is fun, and most people who have a look say it can't be done. That just adds high-octane fuel to my inferno. It can be done and it can be fun!

Risk everything? My neck, my life, my family. Hey, my number one partner and fellow 505 man, Larry Rosenfeld, has a wife Amy, who just told me a story. She spent months preparing herself, their two boys Max and Willy and Larry for a six week adventure sail to Antarctica and back. To quote her, "The most dangerous part of the trip was a taxi ride in Buenos Aires between the two airports." Watch out, life is short and we all live close to the edge. Take a breath and think about that sometime. The big blue ocean is just a big blue ocean 99 percent of the time in a speedy non-stop trip around the planet. Risk and the rewards have to be balanced and prepared for. I think the great Jules Verne line was, "You cannot prepare for the unexpected." My risks have been calculated: rogue wave vs. meteorite through the roof into my bed. Moby Dick attack vs. drunk driver. This it not a Nike add, but life is short and you only get so many free and happy trips around the sun! So why not do something challenging and fun? Fall 2000 dilemma—go to [505] worlds with Howie or prepare to win The Race. Both are great options, but I have not yet won The Race!

**JF:** *Does it take a special kind of woman to be married to an ocean-racing sailor? What kind of support do you receive from your family?*

**CL:** Yes, a very special woman with patience and dedicated interest in maintaining a relationship which is sometimes

strained by long periods of absence. We endeavor to communicate everyday. Our kids are welcome additions in the office anytime, building their lego boats and spending time with me while I'm home. And certainly, Molly, Max, and Beau have enjoyed some incredible trips, like to the Townsville and Hyannis 505 World Championships. We are often on the road together, which enables us to maintain good family relationships.

**JF:** *The Race allows you to build any type of boat you want out of any materials provided the boat is propelled by the wind alone, and that all sail controls are manual. You have chosen to go with what is considered to be a standard approach, and your boat is one of three identical catamarans built by Multiplast. What is your design philosophy, and what sets your boat apart from her sisterships?*

**CL:** Last November we received a \$2,000,000 donation from one private individual. And at that time, the only way to participate in The Race was to buy into the Gilles Ollier program where two boats were already under construction and the tooling would allow us to be on the starting line with a new boat capable of winning The Race. The boats will be virtually identical. We hope that with better sails, better navigation, better crew, and the use of good seamanship, we will be back first.

**JF:** *You have chosen French yacht designer, Gilles Ollier, over many capable American designers. Were you concerned that Americans lack the practical experience necessary to design for The Race?*

**CL:** There are few American multi-hull designers with the experience necessary to design and engineer a 100-foot racing catamaran. Gino [Morrelli] and Pete [Melvin] had thrown their best effort at the PlayStation boat [The syndicate headed by billionaire Steve Fossett], and I felt that Gilles had the most experience designing, engineering and building—a combination not found with any other team. In fact, our new boat is an up-scaled version of Commodore Explorer, which I sailed around the world in 1993 in record-breaking time. This seemed to be the best and safest path to take.

**JF:** *How close are you to having the financial backing you need to win The Race?*

**CL:** Every day we are working towards raising the funds and it is hard to tell how close we are right now. We still have a lot of promotional opportunities to sell to the corporate world, and we continue to solicit funds and support from private individuals. We are set up as a 501(c)3 education foundation and really want to connect with the right companies to meet our goal of bringing the adventure to children in the form of an on-line educational experience.

**JF:** *You won the 1993 Rolex Yachtsman of the Year Award mainly due to your involvement with the successful Jules Verne record on Commodore Explorer. This also helped earn you the title of "America's most experienced multi-hull ocean racer." Are you comfortable with this designation?*

**CL:** Winning the Rolex was a pleasant surprise for me and a great honor. But as I like to say, you are only as good as your next race. Some people say I'm America's most experienced multi-hull ocean racer, and I hope to continue to earn that respect far into the future.

**JF:** *Assuming your boat is thoroughly prepared, how much of The Race will be mental and how much will be physical?*

**CL:** Most people think we are totally crazy to even attempt to raise the funds, build the boat and compete in The Race. But for me, I look forward to the challenge. I'm very goal oriented and know that there will be many happy occasions, peppered with very difficult situations that will require incredible strength of character and leadership. I have carefully chosen our crew to complement each other well within a large 14-person team. On the physical side, you can't be too fit to sail these boats. These are big boats, and it will take a lot of endurance and brute strength to manage the sails and rigging and all the weather systems we will see. It is 10,000 miles around Antarctica and it is not a very friendly place. To pass Cape



T ⊕ PASS  
CAPE H ⊕ RN  
⊕ NCE M ⊕ RE  
UNSCA ⊕ HED  
WILL BE  
A DREAM  
⊕ ME ⊕ RUE.



Cam during the 1997 Transpac.

A LACK ⊕ F  
 ⊕ FFSH⊕ RE  
 EXPERIENCE  
 IS LIKE A  
 LACK ⊕ F A  
 SEX LIFE.

Horn once more unscathed will be a dream come true.

**JF:** *How did you choose your sailing team for The Race?*

**CL:** Carefully and thoughtfully. I chose some who I have sailed with before, and others who have been introduced to the program who show from past racing experiences and relationships the skills that will be required to be good teammates.

**JF:** *Team Adventure is scheduled for a launch in September, 2000. This leaves you very little time to get the bugs worked out and qualify for The Race. Are you concerned about the tight time frame?*

**CL:** Yes, I am concerned. We are doing everything possible to ensure a smooth sea-trial period and crew training. We hope to be able to spend quality time together as a team on and off the water in the summer months so we will learn how to work together as a team. Once in the water, we will have to do our best to take what we have learned and apply it to the boat and the ocean.

**JF:** *Having won two Finn Gold Cups, do you feel that you would have won the gold medal in the 1980 Olympics?*

**CL:** Had I been able to win the trials, which certainly would have been no easy task, I feel that I could have had a super shot at winning the gold medal. But the competition to get there would have been intense. The level of US Finn sailors in 1980 was incredible. I did finish just behind John Bertrand in the Pre-Olympics as an example, and he finished second behind me in the Gold Cup in 1979 and 1980. [John Bertrand won the US Olympic Trials in 1980, but the US boycotted these games.]

**JF:** *The 505 is an amateur class and you're a professional sailor. What is it about the 505 that keeps you coming back?*

**CL:** I have been racing 505s since the late 70s and have enjoyed the camaraderie in the class, the challenges, the friendships with the people I have sailed with, and I still love to compete in the 505. Most likely I would be sailing with Howie Hamlin to try winning the Worlds in Durban, South Africa, if it wasn't for my current

cat project. I think it is still possible for two old farts to win the Worlds together. I still have my old 1980 vintage Lindsay 505. As a matter of fact, Ethan and I finished 7th in the Hyannis Worlds with that boat—the same boat that won the Worlds in 1981-82.

**JF:** *Why have you always crewed in the 505?*

**CL:** My weight and size creates too many bubbles when I sit in the back and drive.

**JF:** *Howie Hamlin told me a story about the two of you heliskiing in Canada. After the helicopter dropped you off, Howie asked if you were ready, to which you responded, "I was born ready." Does this accurately portray the Cam Lewis mentality?*

**CL:** Yes, I like to think that I was born ready for just about anything. And it's always fun to challenge Howie on the water, in the mountains or in any activity we can come up with.

**JF:** *While you were growing up, what sailors did you most admire?*

**CL:** Paul Elvstrom, my father, George Lewis, Sr., Ted Hood, Lowell North, Popeye and Noah.

**JF:** *I ran into someone that said they knew you back in your college years. Apparently, you had the nickname "Chemical Cam". Would you like to comment on this?*

**CL:** Sure. A late, great friend of mine, Frank Rosenow, traveled with me in the late 70s and was always, in his funny Swedish accent, saying "baaad chemicals" when people were smoking or drinking too much or painting boats. So as a bit of a parody, I named my Finn "Comical Chemicals" and my 505 "Complex Chemicals Kill."

**JF:** *Describe Cam Lewis at 60 years old.*

**CL:** My crystal ball is not programmed to look beyond 5 years from now, but I hope I will have all my health, be active with my kids and sailing, still jumping out of helicopters with Howie, exploring the world with my family and hopefully doing some good for the planet. ≡

*For more information on The Race see the Team Adventure web site at:*

<http://www.adventurelearning.com/>



# Birth of the Triple Trailer

BY BARNEY HARRIS

Several years ago I designed and built a three boat trailer. You might be tempted to ask why? *Well, why not?*

I'll remind you of that guy in Los Angeles who attached a bunch of helium balloons to his lawn chair, figuring he would just float around in his back yard. Instead he ascended to an altitude of 10,000 feet and drifted into the LAX airport pattern. He was eventually rescued and while being hauled off by the police was asked by a reporter why he did this. His answer: "A man can't just sit around."

In my case, building and using a three boat trailer has turned out to be something of an obsession, although it dovetails perfectly with my preoccupation with 505 racing. Let me state the obvious: Multiple boat trailers are good for the 505 class. They allow teams to split expenses and share driving responsibility, which makes a long trek to a distant regatta more palatable. It also enables time strapped sailors to attend regattas in far off locations by paying to have their boat transported and flying to the event site. Meanwhile, someone with more time can do the driving at a lesser cost. Mid-Atlantic sailors attending events on Cape Cod, Florida, and Canada are prime examples. With the triple behind, and one on the roof, we can transport four boats to a regatta with a single caffeine-crazed driver.

## Conception

I started thinking about the triple about five years ago, almost as soon as I got into the class. I was motivated in part by the limits of what was on the market. Something about the Rapide double trailers seemed to miss the mark. The rig seemed way too tall for the load. From a structural standpoint, the rig just didn't flow. I thought I could build something better, so I went to work. I wanted to

carry three 505s in their dollies right side up. I also wanted the trailer to be easy to load and unload and able to accommodate all dolly and boat variants.

I designed a side-to-side clearance of a little over 79 inches, just enough for a cozy fit; the vertical clearance is set at 32 inches on the middle rack and a bit over 35 inches on the bottom. The 32 inch height turns out to be adequate for boats which do not have a compass or other hardware installed that extends above the foredeck.

The distance between the forward and aft supports measures in at about 118 inches, and works well with every dolly and boat combination I have encountered.

## Gestation

I found that most wide trailers are typically designed for heavy loads; they have capacities in the thousands of pounds. Too much capacity is bad, since the stiffer springs will jolt the relatively light weight boats on every bump. After some research, I selected a tandem personal water craft trailer for the undercarriage. This is a trailer which is designed to carry two PWCs, such as Jet Skis, side by side. It has a maximum width of 8 feet 6 inches and at 1500 lbs has about the right capacity. I figured each packed 505 with dolly would weigh in at around 400 lbs.

Before picking it up at a local dealer, I got it customized, nixing the bunks for PWCs



▲ *Life before the triple.*

▼ *Triple trailer from rear.*



and getting larger wheels for the 505 load. A footnote: I thought it ironic that a trailer originally designed for something so obnoxious as Jet Skis was being used for something so neat.

The racks which support the boats in their dollies are formed from 2 inch square, 1/8 inch wall aluminum tubing. I got the material from a prototype trailer designed



▲ Triple trailer in action.

▼ Trailer as a drying rack.



to carry “sensors” for the intelligence community. (I’d tell you more but I’d have to kill you.) I used 2x2x1/4 inch angle and 2x1/4 inch flat bar and 5/16th inch galvanized steel bolts with lock washers. I used 2x2 angle for diagonal braces to resist racking. All are of 6061 alloy with a T6 temper. While crude, the structure was relatively easy to construct using hand powered tools.

### Delivery

The trailer has more than enough strength to withstand normal loads. The real issue was what would happen in an accident. I took data from highway safety crash tests, and designed the trailer to survive a crash scenario that I was also likely to survive. I figured that if I lived, I would want the boats to get through it as well so I would not be lynched by an angry group of 505 owners. I made up my mind that if I croaked in an accident, I’d take the boats with me.

I measured the tare weight of the trailer using a bathroom scale under each wheel and tongue. I measured around 5 packed 505s to determine the center of gravity by supporting them in their dollies on a length of 2x4 lumber, moving it until they

balanced. I keyed the undercarriage, structure, and payload weights into a simple spreadsheet to estimate the trailer longitudinal and vertical center of gravity and tongue weight. The analysis indicated that the axle should be moved as far aft in the trailer as possible—which is where it is today. The results of this analysis predict that the loaded triple trailer is stable, i.e. will skid before it tips over

The triple trailer has racked up an estimated 20,000 miles while carrying more than one boat and has enabled many persons to attend away events by flying in while their boat is transported. It has also served as a good basic platform to carry spare trailers, masts and other things like plywood.

I have an eye towards building a six boat rig. The best undercarriage option appears to be a pontoon boat trailer. A typical 30 foot trailer will have a capacity far in excess of what six 505s would weigh, and so could damage boats due to the inadequate suspension compliance. However, a pontoon boat is very wide and relatively light, and trailers designed for them appear to match well with a load composed of six 505s. A six boat rig would have been of enormous benefit during the 1999 North Americans at Corpus Christie—but would be more difficult to store [hide] in a yacht club boat yard, and might end up being only partially loaded most of the time. We’ll see—if the need arises consistently I would like to do it. In the meantime, I’ll just keep filling those balloons with helium. ≈≈≈

## Costs

I have spent the following putting together the triple trailer:

◆ Trailer Undercarriage	\$775
◆ Spare Wheel and Tire, Hub Kit, and Dolly Wheel	220
◆ Aluminum	300
◆ Fasteners	20
◆ Drill and Saw Bits	30
◆ Reflective Tape	20

**TOTAL \$1,365**

# Is a Bigger Spinnaker in Your Future?

BY PIP PEARSON

It's a competitive world out there. During the last decade alone, the one design dinghy market has seen a flood of new models, including the Laser 5000, 49er and Vanguard 15. Many of these yachts are aimed

at the kind of high performance dinghy sailors that are the bread and butter of the 505 class. What's more, these new designs are promoted heavily by well financed boat factories. The pages of yachting magazines are filled with promotional photos of boats ripping along under asymmetric spinnaker, a wake of white water streaming off their transom. Quite an appealing image for the young go fast sailor. And quite a potential threat to the 505 class.

Many in the class decided it was time to formulate a response. At the 1997 Worlds in Denmark, the class agreed to begin experimenting. The focus: A larger spinnaker. It has long been recognized that downwind 505 sailing is not the boat's strong point. A bigger spinnaker could liven things up by providing extra speed and encourage more tacking downwind.

The concept now being tested by fleets in the U.S. and abroad is a conventional spinnaker that increases the current five meter luff to six meters; the spinnaker halyard is raised 500mm and the pole fitting lowered 500mm. The "trials" have been left to the initiative of the individual to get a larger spinnaker and try it. For example, the Swedes and Danes have been experimenting for about four years now. A resolution approved at the 1999 worlds in France allowed the use (with sanctioning of a national class) of larger spinnakers for one year in all races

including national events.

The most impressive thing to note is that everyone who has tried it is convinced it is a better alternative. I have used one several times this year in very heavy weather, and it is a delight. It's a handful, but the extra power really pulls the bow out of the water and over the wave in front. Helmsmen report that it is easier to steer in a big sea. When trimming the spinnaker aggressively you can really feel the "surge" and yet it is no harder to trim. This is the real surprise!

The big bonus is tactics on the runs. It is now possible to sail much faster on the dead downwind. On tight reaches, you can't sail as high, but a broader course setting could correct the problem. Gybing requires better team work and probably makes a good gybe even more important.

## TIME TABLE

The next step will be determined at the annual class general meeting later this year in Durban, South Africa, where we



*Can we go faster with a bigger kite?*



*The new spinnaker could mean broader reaches.*

will decide whether to put the matter to an international ballot. The 505 Class has a constitution which is almost too democratic for its own good! No major rule change can go into effect without an international ballot of all class members. No need to fear a few “gung ho” class members forcing the initiative through.

#### **LOCAL IMPACT**

One of my biggest concerns is the impact of the decision on local fleets. From the outset, I’ve made it clear that I would not support any change that puts boats in local fleets at a disadvantage or caused hardship. I recognize that the strength of the class is the number of boats that compete at the local level each weekend around the world and not just those who are fortunate enough to attend world series or other major regattas. The proposed change has the minimum possible effect. A small turning block at a higher point on the mast and a new halyard is all the hardware required. (You could even

sew on an extension to the halyard for retrieval purposes if you really wanted to spend the minimum.) And given that most people buy a new spinnaker every couple of years anyway, buying a larger spinnaker is only a minor increase in cost over the purchase of an existing, standard size spinnaker.

My goal is to get as many people as possible in on the trials. Get your fleet to try it. For trial purposes, the Danes and Swedes have actually used existing spinnakers, cut them in half and added a one meter panel to create the larger trial size. In Sydney the fleet acquired a couple of spinnakers and passed them around from week to week to different boats until everyone had a turn. This was the best possible way to give it a fair trial as everyone at different levels of sailing had a chance to try. ☼

*Pip Pearson is President of the International 505 Class. For more information go to: [www.int505.org/big-spin.htm](http://www.int505.org/big-spin.htm)*

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## Navigating the Web *By Ali Meller*

The web has revolutionized the sailing world. E-mail alone has provided a valuable and powerful new way to organize fleets and share information. Our own 505 web sites are great resources, a virtual library of history and articles. But navigating around the web is getting more complicated. Nearly every week there seems to be yet another sailing web site making its debut or a barrage of sailing-related e-mails loading up the inbox. So herewith are my suggestions on the best of the web.

First, the World Wide Web gets most of the attention, but some of the most interesting information is available from e-mail listservers and Usenet. As a 505 sailor, or someone interested in 505s, you really should check out the "505world-list" listserv. There is a West Coast list, a Fleet 19 list, as well as listservers for countries and other fleets. These are the places you'll find regatta reports, repair tips and some attempts at sailing humor. The lists are set up so that a subscriber can send e-mails to everyone on the list. Everyone subscribing is part of the "505 community". <http://www.int505.org/listserv.htm>

In contrast, Scuttlebutt is a five-day-a-week sailing/racing news e-mail put out by Tom Leweck. Its focus is U.S. and international events. Tom describes Scuttlebutt as "a digest of yacht racing news, commentary, opinions, features, dock talk, typos and ads. Corrections, contributions, press releases and contrasting viewpoints are always welcome, but save your personal attacks for elsewhere."

Anyone can e-mail Tom with a brief editorial or a comment on the previous editorial, and if Tom likes it, he'll include it the next day. The unfolding *Sobstad v. North* patent infringement

case was well covered, with lots of interesting—and some hilarious—opinions. In addition to US sailors, subscribers include sailing media, ISAF types, including top dog Paul Henderson, and many more. LOTS of interesting discussion and commentary. For a free subscription to Scuttlebutt, or to add a new or different address to the distribution list, just send a blank email to: [join\\_scuttlebutt@listserv.boats.com](mailto:join_scuttlebutt@listserv.boats.com).

### GETTING WIRED

If you are into what sailors think now, as opposed to what the sailing media reports on weeks later, check out the usenet discussion group [rec.boats.racing](mailto:rec.boats.racing). Unlike Scuttlebutt, this is not moderated, so anyone/everyone gets to post. It was great fun reading postings from ranting armchair tacticians about how Luna Rossa should have slam dunked the Kiwis the only time they ever crossed them (both skippers agreed at the post race news conference that a slam dunk would not have worked in those conditions), and even more fun reading posts from those outraged that Dawn Riley's team helped knock Young America and Team Dennis Connor out of the Louis Vuitton Series. There's no shortage of stupid people in this world, even in sailing. But some of the opinions are hilarious, and you can choose which postings to actually read, and ignore the SPAM and uninteresting topics (like someone complaining about their PHRF handicap and their local handicapper). A lot of people check and respond to [rec.boats.racing](mailto:rec.boats.racing) postings, including Art Engel of the USSA Rules Committee, who was one of the people

working on the "new rules". Rules questions—description of the situation and question of what rule applies—are frequently posted, with good discussions in follow-up postings.

For those interested in what's going on today in the sailboat racing world check out the ISAF Breaking News page. This

is updated daily with the latest from major racing events around the world and other news of interest to sailors. It has a brief report on each, and typically includes a link to additional information. I check this each day. Content is quite limited, so you don't get all the noise of [rec.boats.racing](mailto:rec.boats.racing), or the opinions included in Scuttlebutt.

Recent coverage included the US and UK Olympic Trials, Hobie 16 World Championship and much more. 505 events are frequently covered at <http://www.sailing.org/today/whatsnew.html>

### CLICK ON 505

The best site for 505 sailors is the International 505 web site, now at <http://www.int505.org>. There is a huge amount of information on 505s on this site. The most useful page is the "What's New", at <http://www.int505.org/new.htm>, which is updated almost daily with links to articles of interest to 505 sailors. Many people check "What's New" daily.

There are many more 505 web sites; I count 38 505 sites or sites with significant 505 content. Having trouble believing it's 38? Check out <http://www.int505.org/ft-site.htm> for links to all of them. ☺

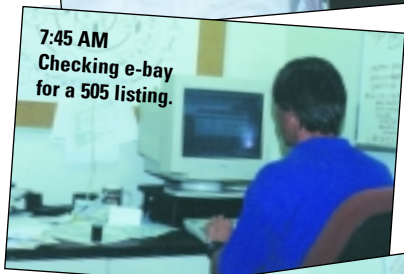
It was great fun reading postings from ranting armchair tacticians about how Luna Rossa should have slam dunked the Kiwis.

# ALI MELLER'S DAY

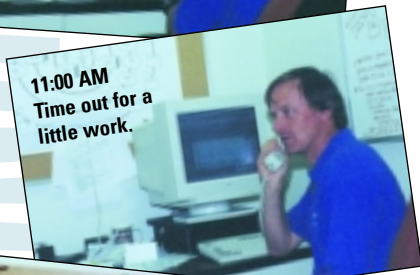
6:00 AM  
Get up.



7:45 AM  
Checking e-bay  
for a 505 listing.

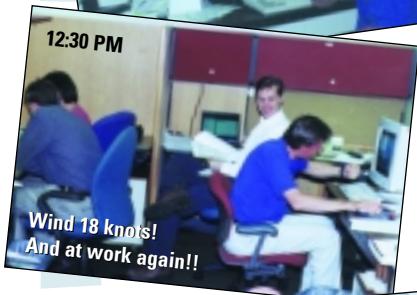


11:00 AM  
Time out for a  
little work.

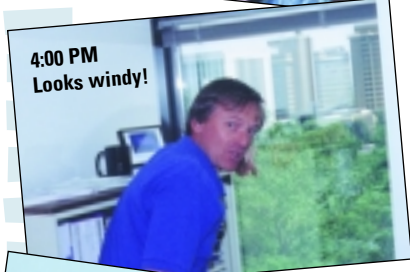


12:30 PM

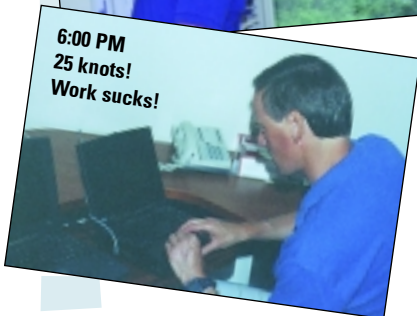
Wind 18 knots!  
And at work again!!



4:00 PM  
Looks windy!



6:00 PM  
25 knots!  
Work sucks!



## 6:00 AM

Get up, don't shower, don't shave.

## 6:30 AM

Pick Up Venti (20 oz.) skim latte at Starbucks

Hit Interstate 270 before 6:30 AM.

## 7:15 - 8:00 AM

Get to work.

Check AOL mail. This includes mail from 505world-list, 505fleet19-list, USSA, ODCC and Scuttlebutt. Write and mail responses.

Update 505 International and/or US web sites.

Browse:

**ISAF Breaking News:** <http://www.sailing.org/today/whatsnew.html>

**505 Bulletin Board:** <http://www.int505.org/forum/>

**49er Message Board:** <http://www.49er-sailing.com/49ermgs/> (*just in case the price of a good used 49er has dropped down to below \$3000*)

**US Sailing:** <http://www.ussailing.org/> (*in case there is something interesting, which is infrequent*)

**Sailing Fixtures and Results (UK):** <http://sailweb.co.uk/newsx.htm> (*what's happening in a country much less polluted with leadmines*)

**Yachts & Yachting:** <http://www.yachtsandyachting.com/> (*more UK and International reports from a country that has LOTS of dinghy racing*)

**Search E-Bay for 505 listings:** <http://search.ebay.com> (*just in case someone is selling a 505 on E-Bay...it has happened*).

Also Check:

**SailingWorld Building Strong Fleets Forum:** <http://www.sailingworld.com/cgi-bin/fleet.pl> (*any good ideas here?*)

**Fireball Forum:** <http://www.sailing.org/fireball/newposts.htm> (*what are they up to, usually not much*)

**FD Forum:** <http://www.sailing.org/sailfd/forum/index.html> (*anything happening? usually not*)

**Albacore Forum:** <http://www.mytown.com/sailing/Forum/default.asp> (*anything happening? usually not*)

## SailingSource.com

<http://sailingsource.com/> (*sailing news, and editorials from Bob Fisher, Peter Bentley, Dobbs Davis and John Roberson*).

## 9:30 AM

Head across the street to the hotel fitness center for some exercise, shower and shave.

## 11 AM

First work meeting.

## 12:30 PM

Lunch.

Check e-mail again.

Check current conditions at Thomas Point Light: 16 knots!!! Send out an e-mail to see if anyone locally can blow off work and go sailing.

More meetings.

## 4:00 PM

If it's a day to go to Annapolis and sail, blow out of work.

## 6:30-7:00 PM

If not a sailing day, head for home after traffic has thinned out.

## Why Fleets Fail *By Jesse Falsone*

**W**e've all heard success stories from one fleet or another on how they have increased their turnout at local events, about how sailors have collectively bettered their skills, or what they've done to host a successful championship. What we don't hear is how a once healthy fleet disintegrates and finally collapses. It's not an uncommon event, and there are US 505 fleets in various states of disrepair as I write this article (you know who you are). It's not a subject that people really like to talk about. It's kind of like talking about a dying relative while that person is in the room.

My experience with fleet organization has shown me that fleets fail for the following reasons:

- Failure of fleet leadership to inspire sailors and promote good events.
- Changing priorities within the lives of fleet members cause decreased turnout.
- The sale of boats to new, enthusiastic owners decreases.
- Failure of fleet members to take corrective action during a downturn in fleet activity.
- Hosting a large event that the fleet is ill equipped to manage.

I'm a firm believer in strong leadership at the fleet level. The fleet captain should be the CEO of the fleet and should really take control. That isn't to say that the fleet captain should be a tyrant, but he or she should be given the latitude to explore an agenda even if it departs from what has been done in the past. We live in an era of progressive thinking, and new ideas should be given consideration. Fleet captains should always weigh opinions, but they ulti-

mately establish the policy and lead the charge. Also, the term of office for a fleet captain should be fixed at about two years. Everyone gets burned out. The last and best act of a fleet captain should be to find an energetic successor.

We all have dynamic lives outside of sailing, and most sailors don't stay with any one class forever. With that in mind, priorities change and sailing may take a back seat to career, family or other activities. There's nothing wrong with that. The fleet leadership should recognize when priorities have changed with a member, and steps should be taken to put other people into these boats. People should not be afraid to make unsolicited offers on boats. Very often owners of these boats will eventually realize that it's better for them and the fleet if they sell. Of course, other people may be planning on being buried in their un-sailed 505s, and there is little we can do to stop them.

### GET ACCOUNTABLE

Accountability for fleet health doesn't begin and end with the fleet captain. Practically speaking, no one person can kill a fleet. If your fleet captain is not performing, the membership should take corrective action. Find a new fleet captain that understands the problems and can offer solutions. In most cases, an inactive fleet captain will step down to allow someone expressing interest to have a go at improving the situation. Additionally, the fleet captain should

not be responsible for everything. Good fleet captains often get burned out when members don't contribute.

In some cases, hosting a large event can also put a few nails in the fleet coffin. Sometimes, a fleet bites off more than it can chew with a big event. An incredible amount of fleet energy is lost if an event fails. Gauge fleet energy and commitment before taking on a big regatta. There's no shame in not running a championship each year. If a fleet can run one quality regional event each year, they are doing a fine job.



*Avoid fleet breakdowns.*

A few years ago, lots of people had these electronic "pets". They were little games that actually required you to "feed" them daily by periodically pushing a button. If you neglected to feed the pet a few times, it would complain or cry. If you neglected it too much, it would die. Fleets are somewhat like these toys in that constant maintenance is required. If you don't give them the attention they need, they wither away and eventually croak. Keep feeding your fleet, and have fun sailing 505s locally for a lifetime. ☸

# BackTime



## 1979 Durban Worlds

*The Americans swept the board, one, two, three in the tough offshore conditions at Durban for the Kronenbräu 505 World Championships. From the left, Dan Dunning and Dan Thompson (skipper) who filled the third slot. The world champions, Dave Penfield, crew, Mrs. J.P. Bellengere, wife of the Point Yacht Club Commodore who presented the prizes, skipper Steve Taylor, Denis Surtees, skipper, and Paul Cayard, his crew, second. RIGHT: Penfield and Taylor.*



PHOTOS: SOUTH AFRICAN YACHTING, JULY 1979

## TANK TALK

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