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THE MAGAZINE OF THE 505 CLASS, AMERICAN SECTION

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TANK TALK

**The Magazine of the 505 Class
American Section**

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For more information on the
505 class, go to
www.int505.org/usa

Message from the President

Here we are again, rapidly approaching the end of yet another great sailing season in North America. Our major events in 2001 were all well attended. From the fleet level to the national level, our class strength is good. We'll need this strength to carry us through the next few years when we will face increasing pressure to bolster our membership numbers with younger sailors. We'll also need our strength to help propel the development of the new spinnaker, and to make sure that all 505 sailors have equal access to the latest techniques and innovations.

There's more energy in the class as evidenced by new 505 builders emerging both at home and abroad, producing fantastic products at reasonable prices. I hope that these builders are able to fill a niche in the market, and that they become prosperous in the process.

We have great events planned in 2002 at exciting venues like Cabrillo Beach, California and Perth, Australia. Start planning now, because these regattas are going to be awesome for those of us who like our 505 sailing accompanied by wind and sun.

We're forward thinkers in the 505 class, and that vision has sustained us through many decades. In keeping with this forward thinking mentality, your class officers have endeavored to outline a program designed to attract younger sailors to the 505. Our new Vice President, Ted Ferrarone, has close ties with the Vanguard 15 class, and understands the mentality of these sailors. Ted has been developing a strategy for attracting these young people. His first step was to identify all the used boats not currently being sailed in Regions I and II. The list was long, with a number of very competitive boats on it. Now, many of these are being sold to new owners. This was a crucial first step.

As members, I urge every single one of you to also make recruiting a priority by taking young sailors for a ride. When do kids start dreaming of sailing fast boats? I know I started when I was 12. You may see juniors at your club every weekend. Have you taken the time to speak with them about the 505 and offer a ride?

For my part, I have made my "High-performance Dinghy Crew Clinic" notes publicly available on the USA 505 web site. Please check them out and point new crews to this information. These notes are a work in progress, and I'm open to suggestions on how to make them better. The 505 class has always had a "no secrets" policy, but getting that information was never easy. My aim in writing these notes was to publish the best methods and techniques used by top 505 crews. Now, I hope that a skilled and concerned skipper will follow the lead set by the "Crew's Union" and write a driver's manual. Who among all our illustrious skippers will take on this challenge?

I'll also be directing the class to create a new perpetual trophy awarded to the best rookie 505 team each year at the North American Championship. It's about time we recognize those new teams making the commitment to get better.

My term of office as your president will be over at the 2002 North American Championships in August. As much as I like this office, I cannot seek another term for personal reasons. But, before I leave, one of my goals will be to find a new president, and you might be the one for the job!



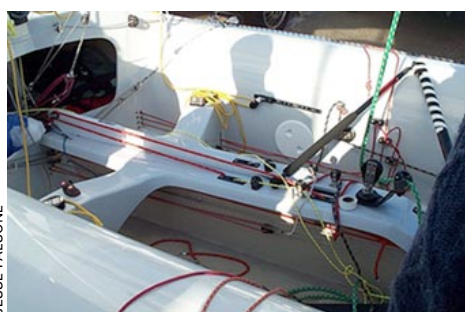
Jesse Falsone

SHORT TACKS

New Tooling

WitchCraft Boats, Inc. recently added the Mark Lindsay tooling to its stable of International 505 hulls. The proven performance of this North American and World Championship winning hull, when combined with the experience of our building team and our goal to make inexpensive but fast and durable boats creates an unbeatable combination.

Mark Lindsay's hull shape was designed in the late 1970's as an answer to the Kyrwood shape—which was winning the World championships at the time. It quickly proved its mettle by winning



a string of World Championships in the late '70's and early '80's. We are very pleased to be re-introducing the Mark Lindsay hull shape to the American Section.

Greg Ormond, our master builder, has been building dinghies for 20 years. He has built 470's, Finns and Europes for Vanguard for Olympic competition and, more recently, Jibe Tèch Snipes. We are pleased to continue to have his excellent skills and unmatched attention to detail on our side.

WitchCraft Boats, Inc. is focused on providing hulls of unmatched quality at reasonable prices. We will be using both our current WitchCraft tooling as well as the Mark Lindsay tooling to build everything from the vinylester/foam core/fiberglass version, our most cost effective, to the custom-designed layout using the latest in materials. Don't miss the chance to have one of these American-built machines in your stable before the 2004 World Championships in Santa Cruz, CA.

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Majordomo@skipper.biosci.ohiostate.edu
with "subscribe 505 usa" in the body of the message.

ADVANCED NOTICE

2002 505

North American Championship

The 2002 505 NAs will be held at Cabrillo Beach Yacht Club on August 14-17. The regatta runs from a Wednesday to Saturday, leaving Sunday open as a travel day. There will probably be a warm-up regatta on August 10-11. CBYC is committed to running a great event, so don't miss this one! An East Coast container will again be organized, and loading will take place after the 505 East Coast Championship in New England at the end of July. More information to follow!

West Coast Tank Talk Editor

With Tank Talk being largely an East Coast operation these last few years, the editors felt it important that a staff position be created to better represent the West Coast 505 viewpoint. Dan Strellis (505-7886) has taken the job, and promises to bring new energy to our publication. Dan is particularly interested in publishing rigging ideas in each issue. Now, how about a Midwest Editor?

Wanted

EDITOR

Want to make Tank Talk even better?

This is the final issue for our editor, Allan Freedman. The new quality standards which Allan set for Tank Talk are very high, and the American Section is now looking for a new editor who will continue what Allan started. If you are interested in helping the class produce a great newsletter, contact American Section President, Jesse Falsone.

BENEFACTORS

The American Section has created a new "Benefactor" membership category. This category is reserved for those members wishing to contribute extra funds to the American Section, with the baseline membership starting at \$100. All Benefactors will have their name prominently displayed in each issue of Tank Talk for that year, and will earn the adoration of the American Section.



UPCOMING 505 EVENTS

We're at the trailing edge of the year but there's still sailing from coast to coast. If you're on the Atlantic side of the US go to the **Mid-Atlantic Championships**, October 20, 21 in Annapolis. The **Spookfest**, October 27, 28 in Bristol, Rhode Island promises to be a good time. A costume is a must. On the Pacific Ocean side there's the **Planing Boat Regatta**, October 20, 21 on San Diego's South Bay, ABYC **Turkey Day Regatta**, November 17, 18 and the San Diego **505 White Elephant Party**, December 1. Warm weather sailing can be had at the **Richmond Yacht Club Midwinters**, December 9th. And the Northwest fleet will stay wet with monthly sailings around Puget Sound. Further onward the **505 Midwinter Championships** will be in February of 2002 (St. Petersburg) and put **Bermuda Race Week** in April-May, 2002 on the calendar.

For more information about these and other events go to: www.int505.org/usa/events/regs.htm.

To get your events listed send them to: allanfreedman@hotmail.com

Go Sailing!

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Ethan Bixby
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Ebb Tide

The 505 class has lost a good friend in Chad Price. In reporting this tragedy, Dave Stetson said that "There was no reason to anticipate such an event; Chad was in fine form, fine shape, and with a cheerful, positive outlook. Chad was in his early 50's, an avid windsurfer, bicyclist, and of course 505'er. He was a computer systems manager at Cincinnati's Children's Hospital. He and Carolyn moved to Cincinnati from Lincoln, Nebraska late last summer because Carolyn had accepted a faculty position at the University of Cincinnati College of Medicine where she is an associate professor in the Department of Molecular Genetics, Biochemistry, and Microbiology."

Chad was the administrator for the 505 World and US mailing lists. He did a fine job in this capacity. Chad was a gentleman, and always handled the email list with maturity and grace. Because of him, our email list continued to set the standard as an international class sailing forum.

Chad left us too soon, but I know he's sailing fast somewhere else.

Carolyn intends to continue sailing the 5-oh at Hoover with our help in training and arranging crew.

Just Released!

Jesse Falsone's "High-performance Dinghy Crew Clinic" notes have been published and are available for downloading off the USA 505 web site. Jesse covers all aspects of crewing on high-performance dinghies, and the clinic was designed to help the beginner through advanced crew elevate their game both on and off the water. The clinic notes are approximately 30 pages long, and reference many great sailors in the 505 class. The 38-page appendix is not included in the PDF file, but almost all articles are available on the internet (most are Tank Talk and Sailing World). Jesse intended this document to be the first edition, with modifications and improvements added incrementally. Jesse invites anyone to comment on the document and suggest improvements.

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I've Got Nothing to Wear! Getting "The Look"

By Ali Meller

When I started sailing in 1971 in Canada, I used to wear blue jeans, a T-shirt and running shoes. For very wet days, I wore a spray jacket, with a life jacket over it. I didn't even have a wetsuit. Looking back, it is a wonder I didn't kill myself from hypothermia - maybe you are just tougher when you are a kid!

I think there are four primary considerations for clothing you wear sailing.

- ≈ Maintaining a comfortable temperature
- ≈ UV protection
- ≈ Unrestricted movement
- ≈ Value (long lasting versus cost)

The most important thing is to keep yourself at a comfortable temperature. Being cold slows you down and makes you clumsy, slows your thinking down affecting your tactical decisions and boat handling, and can cause hypothermia. Being too hot is also a drag, and can cause heat stroke.

We spend many hours outdoors on sunny days, and need to consider UV protection. While you should use sunscreen, the clothing you wear can also help.

The clothing should not restrict your movements, and should not catch on anything in the boat. Anything that makes it harder to bend your knees, crouch down, or bend forward at the waist, makes it harder to sail the boat. This is particularly true of high performance boats like the 505. Loose clothing that can catch on something could cause a capsize and has greater windage than tighter fitting clothing.

Clothing takes a beating as you slide in and out over the rail, get scraped by the boom, and sit in the beating sun. You want to wear clothing that won't wear out too fast.

You would rather be spending the money on new sails, better foils, and going to regattas; you don't want to spend a fortune on sailing clothes. We want the right clothes, and we want them to last awhile.

I've been doing this awhile, and have tried lots of sailing clothes; here are some of my favorites.

SHOES/BOOTS/SOCKS

Some days all you need is a pair of shorts, a T-shirt, a hat, and some shoes or boots (sailing a 505 barefoot is not recommended—you may not be concentrating perfectly on flying the chute after stubbing your toe on the CB trunk, or cutting it on an Elvstrom bailer). Any running shoes that can stand repeating wetting-and-drying-out cycles are OK. Many trapeze crews and some skippers wear canvas high tops called Chuck Taylor All-Stars. Maybe white boys can jump out on the wire faster when they wear them. Another popular option is the Douglas Gill or Aigle boot, which gives more support for hiking. My experience is that Aigles last longer than Douglas Gills. I wear the Chuck Taylors on warmer light air days, and go with the Aigle boots for cold or serious hiking.

I had cold feet when sailing until my crew told me to wear socks made of the hi-tech "wick ing" materials. I now wear socks purchased from West Marine or Patagonia that are great, year round. A bonus is they are thicker, and pad your feet for hiking better than thinner socks.

WET SUIT

Unless both the water and the air are warm and it is a sunny day, you should consider wearing—or at least bringing—a wetsuit. A wetsuit has a much wider temperature range than a drysuit, and apart from keeping you warm, pads you from the worst bumps and bangs you get on a windy day. I would buy a full leg wetsuit, first. The long legs will keep your legs from getting cold, and the padding is nice for both skippers and crews. Having unrestricted movement in your shoulders makes playing the spinnaker sheets and the mainsheet easier,

We want the right clothes, and we want them to last awhile

The Look CONTINUED

newer wetsuits are made with very stretchy panels, so some wetsuits with partial arms do not restrict your arms and shoulders too much. I am currently wearing a terrific Magic Marine long leg short sleeve wetsuit. It has arm extensions that Velcro on for colder days. I do not notice any restrictions on my arm or shoulder movement. A shorty wetsuit is nice for warmer days, but you can sail for years without needing one, and if it is that warm, the Lycra Spandex suit may work as well or better. Some iron crews prefer the shorty to the long john and wear the shorty almost all the time. I am not that tough!

LYCRA SPANDEX SUIT

I race on the Chesapeake Bay. I stop wearing a wetsuit in June, as it is too hot. I was interested in something that would protect me from the sun, provide a little padding and abrasion resistant and would not make me too hot. The answer is a Lycra Spandex Farmer John from Sailing Angles. If you wear this with a long sleeved top you get great UV protection for most of your body, get enough warmth that you can wear this instead of a wetsuit some of the time, and don't get too hot in the sun. There is just enough fabric that a little padding and abrasion resistance is provided. This suit even has a double zipper such that it can be unzipped starting at the bottom, so males can relieve themselves without having to take nearly all upper body clothes off first.

POLYPROPYLENETOP

Only wear cotton if it is warm and sunny. A polypropylene or Patagonia-style long sleeve top is far better when wet. I wear the zip neck Patagonia in all but the warmest conditions. The zip neck allows me to avoid over heating on very warm days. I wear the top outside the top of the wetsuit.

Patagonia makes three weights, light weight, medium weight, and expedition weight. If you are considering Patagonia, buy the medium weight first, it is the most versatile, and the light weight is not that much lighter. The expedition weight is virtually a pile pullover, and is considerably warmer than the light or medium weight. I expect similar tops are available from Musto, and other sources.

DRYTOP

Some time ago lots of dinghy sailors wore one-piece spray suits either alone, or over wetsuits and drysuits. Eventually, sailors realized that these suits restricted their mobility, particularly in the knees and waist, and people stopped wearing them. The dry top or spray top became popular instead. A dry top is sort of like the top half of a spray suit or dry suit. It should have some kind of neck seal and wrist seals, and maybe something at the waist as well. It will not stop all water from coming in at the neck, wrist and waist, but will stop most of it, and will stop the wind evaporating the water from the wetsuit, rapidly cooling you down. There are a variety of dry tops available. They vary in the extent they keep you dry,

quality, and cost. I have used Douglas Gills for years because they are inexpensive. All sailing clothing vendors make them, some have several models. For the 1997 season, I purchased a Gore-Tex Patagonia spray top. It is warmer than the Douglas Gill—actually too hot in some conditions where the Gill is still OK—and has better neck, wrist and waist seals than the Gill. On the other hand it is quite a bit more expensive. Gill probably makes a higher end spray top more comparable to the Patagonia. Another inexpensive spray top is the Murray. Finally, if you had participated in the 1997 North American Championship, you would have acquired—gratis—a really neat lightweight spray top from Mocean, with the 505 logo and the NAs logo screened on. These are way cool and if you don't have one its your own fault for not being at that event!

SHORTS

If you do not wear anything over the wetsuit, it will quickly wear, tear and fade where you sit on it. The best protection for the wetsuit—and for you—is a pair of shorts. The shorts are going to take a lot of abuse that would otherwise go to the wetsuit, so they should be sturdy. Many sailors use padded shorts—and some even use hiking shorts that include battens or other stiffening material to help you hike with less pain. I used to wear RailRider shorts. They were great, but they sometimes scooped up water on a wild reach. I now use padded hiking shorts from Sailing Angles. My preference is for the ones with the shoulder straps. Apart from the hiking support they are stretchy material, have minimal windage, and do not scoop up water. There are other good sailing shorts.

LIFE JACKET

Though you should be wearing this for safety, a good lifejacket also helps keep you warm, and can provide some padding as well. In my opinion, there are compromises that can be made between the model of lifejacket that provides the best flotation and turns you face up if you are unconscious, and models that are more compact, restrict your mobility less, and are less likely to catch on something. I recall wearing the keyhole style lifejacket in my club's junior sailing program. Though deemed safer by the Coast Guard, all that flotation behind the neck made it much harder to get underneath the boom, and easier to get hooked on something. On one occasion the keyhole lifejacket kept my crew hooked to the boat as it capsized (he freed himself quickly). This is a decision that each person should make after they have thought about it and perhaps tried different models of life jackets. I used to wear the standard Extrasport (US Coast Guard approved) and now wear the Busta, which I much prefer, but which is a minimal lifejacket. I believe Extrasport recently came out with some new models that resemble the Busta.

As a skipper, I wear the lifejacket over everything else I am wearing, so the crew can grab it if they are being washed off

The Look CONTINUED

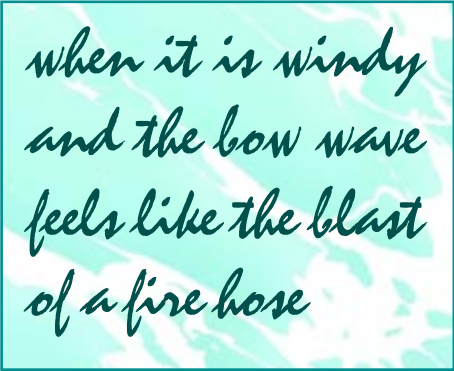
the rail. If you are a trapeze crew, deciding which to put on outside, the lifejacket or the trapeze harness may be a question. A neat solution is to have the lifejacket on the outside at the back, but running the trapeze harness straps over top of the lifejacket in front. This prevents the lifejacket from getting in the way of the trapeze hook on the harness.

PILE TOP

On colder days, the Patagonia long sleeved underwear, the lifejacket and the drytop are not enough to keep you warm. You need to add a pile layer between the underwear and the dry top. A variety of pile pullovers, jackets and vests are available to do this. Pick one you like. I wear a pile vest, as it does not get as hot as a sleeved top, and does not restrict my arm motion. The sleeved version would be better on the colder days, but not be as good on the marginal days - you decide.

DRY SUITS

If you sail in winter, early spring or late fall, you should consider a dry suit. The dry suit is supposed to keep you dry, so it is easier to stay warm. It is great in extreme cold conditions, where you would



*when it is windy
and the bow wave
feels like the blast
of a fire hose*

be too cold in the wetsuit. You need to be careful what you wear underneath, as you will sweat inside the drysuit, and need something to absorb moisture and still stay warm. Patagonia and pile work well for this. My experience is that the thinner polypropylene tops saturate with moisture more quickly, and therefore stop keeping you warm part way through the day.

As with the wetsuit, I wear shorts over the dry suit to protect it.

HATS

Given the increasing incidence of skin cancer, a hat is always a good idea. A baseball style hat is nice, though something with an all-round brim will protect you from the sun better. Whatever hat you wear, use a clip-on retainer to clip the hat to your dry top or lifejacket, so that you do not lose it if it comes off your head. In cold conditions a wool, or even better pile hat will keep you much warmer and more comfortable.


While we are talking about protecting yourself from the sun, buy a suntan lotion that won't wash off too quickly, and always have it in the boat. It cannot protect you if you do not put it on!

GLOVES

While I have not found gloves that I like for frostbiting, I have found a good solution for normal sailing gloves. By the way, if you think you are tough and do not need sailing gloves, your mainsheet, jib sheet and spinnaker sheets are probably too thick and too heavy...

I wear full-fingered gloves with the forefinger and thumb fingertips cut away, made by Sailing Angles of synthetic leather. Similar gloves are available from other sources like Harken. Four full fingers greatly reduces the skin windows (blisters), while the synthetic leather seems to last longer than natural leather, and doesn't dry out to be stiff between uses.

SUNGLASSES/GOGGLES

I've worn all sorts of sunglasses and goggles sailing, mostly as I continue to lose them overboard at an alarming and expensive rate, despite using them with various retainers. My current solution is Barz goggles. Thanks to Jesse Falsone for the tip. While perhaps overkill for a typical light air day on the Chesapeake, these really come into their own when it is windy and the bow wave feels like the blast of a fire hose. Wearing these you can actually see while on a fire hose reach. Conventional sunglasses are useless in these conditions as they get droplets on the inside of the lenses, and you cannot see much. The Barz goggles come with a small piece of neoprene you can slip onto the strap, with this neoprene added the goggles float! 



usa8714



USA8714 at the 2001 World Championships, Cascais, Portugal

RAMIRO DE JESUS

international 505

Rigging Basics from an Innovator

Mike Martin's USA8714

By Dan Strellis

With the winter month upon us, there is ample time for boat work to be done in your garage or in the dinghy park. Maybe you can't pull your cunningham on in breeze or maybe your shrouds are still too loose when you're raked to 25'0". If so, you may benefit from this article.

One simple, but sometimes overlooked area in getting your boat ready for next season is using appropriate line material and purchase systems for the venue you expect to sail. When I bought my boat (a 1986 Kyrwood launcher) two years ago, she was rigged for light wind venues and much of her rigging was sorely outdated. Most of the sail controls were lead to the front part of the centerboard trunk, the sheets were thin, the halyards were rusted, and there was a good deal of wire used in the purchase systems. For San Francisco Bay sailing,

this posed a serious problem. At each regatta I entered, I was able to get great rigging ideas from the top sailors in our class. The controls on my boat now work smoother than ever before. But there is always work to be done on the 505. The basics are where to start. That was the motivation for this article.

Mike Martin, one the best 505 sailors in the world and one of the most innovative 505 riggers, has been kind enough to share some of his secrets. Over the next several *Tank Talk* issues, we will detail the rigging on USA8714. In this issue, we're revealing the specifics of the standing and running rigging. Take notes, this advice may help you fine-tune your controls for next season.

Boat Make	Waterat
Boat Sex	Launcher
Year Made	1998
Hull Number	8714
Mainsheet	1/2" Yale Vizzion
Jib Sheet	5/16" Yale Vizzion
Spinnaker sheet	3/16" Yale Aricom T
Main halyard	3/32" wire to Spectron12
Jib halyard	1/8" Vectran with 3/32" Spectron12 tail
Spinnaker halyard	3 or 4mm Marlow Excel Pro
Topping lift	3/32" Spectron12
Twings	4 mm Marlow Excel Pro
Vang through purchase	various Technora and Spectra
Shrouds	1x7 Dyform
Forestay	1x7 Dyform
Shrouds purchase	48:1 cascading (2:1,3:1,2:1,2:1,2:1)
Forestay purchase	24:1 cascading (2:1,3:1,2:1,2:1)
Vang purchase	24:1 cascading (2:1,3:1,4:1)
Ram down purchase	16:1 cascading (2:1,2:1,2:1,2:1)
Outhaul purchase	8:1 cascading (2:1,2:1,2:1)
Cunningham purchase	4:1 cascading (2:1,2:1)
Best rigging trick you've come up with:	The adjustable outhaul with the reef in

In the next issue of Tank Talk, we will dig deeper into the layout of USA8714 with "exploded" views and Mike's descriptions of some of his most inventive control system innovations.

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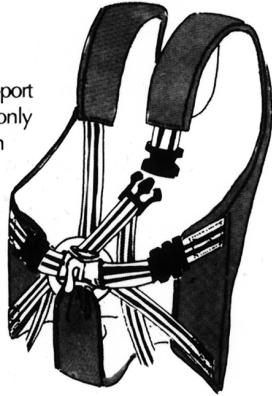
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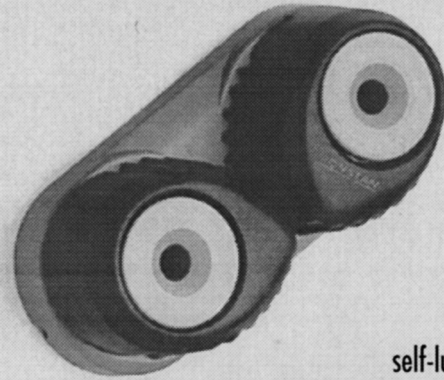
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Breaking Out of the Rut

By *Ethan Bixby*

Just about everyone wants to improve their 505 sailing. But many of us are stuck in the same-old-competition rut. I am a firm believer that it's hard to get much better than the guys you sail and train against. But one way to climb up the learning curve is a training weekend. Of course, getting a coach can pay dividends. But you don't have to rely on a pro, and shell out the cash, to get the most out of a practice session. Your fleet can accomplish a lot on its own. Here's a step by step guide to try to make your time and effort worthwhile and fun.

Gather the Group: Start by picking a group similar in skill level. Two to six boats is ideal. Adding more boats to the mix only increases the organizational challenge and diminishes the rate of return. Ask the group about goals, make a comprehensive list then pick two or three for the weekend. Focus is an essential ingredient for success. And it's hard to get tangible things accomplished if there are too many targets.

Get a Powerboat: Seems obvious, but a coach boat is essential. It is helpful to see the rig and sails from off the boat, and you can really see the maneuvers. Pick an odd number of sailors for the weekend and use the powerboat to rotate the group. With the powerboat, you can be the caddy. Bring extra water, a camera, extra gear. Use the powerboat to provide lunches to avoid a time consuming onshore break.

Sessions Planning: On a typical two-day weekend, you can probably fit in three 3-hour sessions. Arrive and rig

up on Saturday morning. Pair an experienced hand with the less skilled teams to go over handling issues. Do a walk-through of tacks and jibes. This is really helpful, and even the old hands can learn some new tips. Build in time to calibrate boats so everyone is on the same page. Have a quick lunch, map out the afternoon session, and get on the water ASAP. Plan on one quality session on Saturday, and morning and afternoon rounds on Sunday.

Drill Ideas: UPWIND RABBIT RACING Now that you're on the water, it's time to get to work. One place to start is the rabbit drill, which works on upwind tuning, speed and handling. Here's how it works: One boat starts on port tack, and the fleet ducks the rabbit and sails upwind. The rabbit tacks after it clears the last boat. The group continues on one tack until one boat is "flushed" and is clearly behind. The flushed boat resets the group by tacking and sailing well clear of the fleet and then tacking back. Then the fleet slows, tacks, and then restarts by ducking the rabbit. It is important for the rabbit to set up outside so that the closest boat can tack and duck to restart safely. With no tacking this is a speed sprint version. When the group re-sets, any changes in tuning can be discussed if appropriate. This can be as simple as informing the observer boat of the changes.

An alternative of this is "the Blender", which is started the same way but when a boat becomes the outside boat, he/she needs to tack and come back into the mix. This version adds tacking skills and repetitions into the mix. This it is less useful in testing rig and sail trim.

To add more boathandling into the mix, you can start adding new controls. You can do the old standby of tacking on the whistle. If you don't have a powerboat, one boat can be the leader in this and toot the whistle. The interval can be as easy as every minute, but always finish up with a 30-second interval to really press you abilities. Another technique is to set a "channel" of buoys that you need to race upwind inside of. As if you are going to run aground outside of the buoys, you tack to stay inside. Of course the reverse is to jibe downwind around the buoys, so keep this in mind when laying them out.

Downwind, it is a little harder to initiate. One system is the DOWNWIND RABBIT RACING. The goal here

Ask the group about goals, make a comprehensive list then pick two or three for the weekend

Getting Faster CONTINUED

is to develop a system for tuning while running downwind that is easy to organize and reset. This is essentially a downwind rabbit start, with the rule that the rabbit boat has its spinnaker up and drawing, and the starting boats can only have their poles up. After the rabbit has cleared the starters, it jibes and joins in. Again, the flushed boat makes the call, jibes and resets the rabbit start. You might be able to do this cycle with out having to drop the spinnakers every time to restart. Again, you can add jibes on the whistle to change the balance from speed tuning to boat handling.

In closing, keep your goals focused, and try hard not to try to over-achieve. Keep it simple and fun, and if all else fails, you at least got out on the water with a chance to discuss boathandling and boatspeed issues as they arise, in contrast to a race situation. And some valuable time in the boat. **505**

**Keep it
simple
and fun**

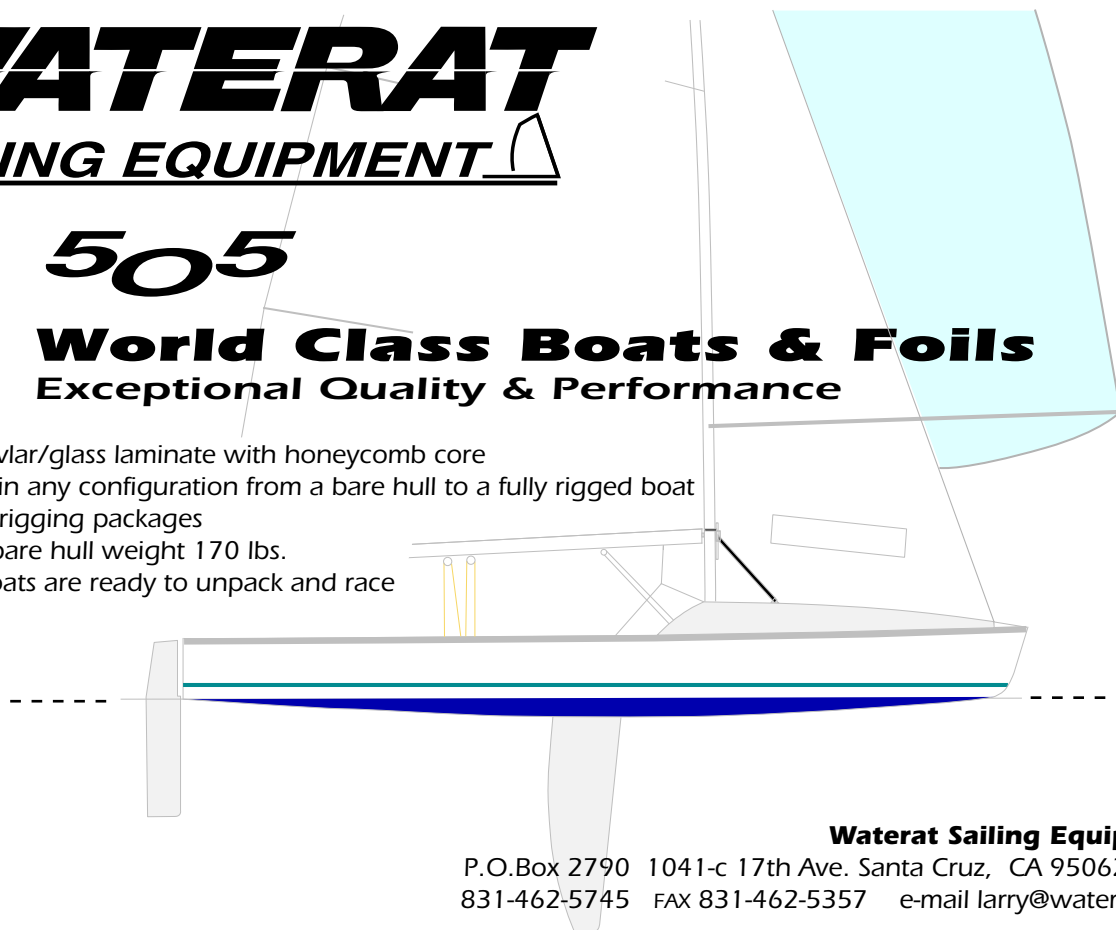
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505 Synergy

An Interview with Bruce Edwards and David Shelton

By Jesse Falsone

Few 505 teams, past or present, have been together as long as Bruce Edwards and David Shelton. The “Bruce and Dave” team have been ubiquitous on the 505 scene since 1987. In that time, they’ve amassed an impressive sailing resume including four top ten World Championship finishes and three podium finishes at the North Americans.

All success on the race course aside, what makes this team extraordinary is their friendship. There’s a deep-seeded respect that only comes with maturity and the knowledge that sailing with and among friends is at the very core of 505 sailing.

Bruce and Dave formulated their 505 plans at the 1987 Laser Worlds. Having competed in three Laser World Championships already, Bruce finally started to realize that “hiking hard and going slow” wasn’t as much fun as he thought. Dave obviously had more wild oats to sew because he continued to sail the single-handed Finn in ’93 and ’94, finishing in the top 20 at both Gold Cups each year.

It’s impossible to sail together intensively over a 14-year period and not have your squabbles. Bruce and Dave actually broke up for a year in 1990 before the Kingston Worlds. However, they were able to come to terms with the reasons for their discord, and were back sailing together the next season.

On the lighter side, Bruce and Dave have an intricate knowledge of each other’s personality disorders, ticks, and pet peeves, and neither pass up an opportunity for a good-natured jab. But underneath the jabs, it’s clear how much Dave and Bruce like being together on and off the water. Gone are the petty resentments and all the baggage that some teams bring with them on the water. What’s left is a totally mature program with mutual understanding, patience, and, of course, speed.



Bruce Edwards and David Shelton

JF - The Edwards and Shelton team has been together since 1987. What is the secret to team longevity?

Dave - Being able to sail with your best friend! Two things I really believe make it easy are a mutual respect for each other’s abilities and efforts, and being in the same place in life. At this point in life we both would put 505 sailing after our families and careers. When we were younger it was more difficult as our priorities were different. I think it still scares Karina and Annette how well we know each other!

Bruce - In all seriousness, we are the best of friends. We do a lot of other stuff together, like mountain bike, surf, and now

things as couples as Dave and Karina are engaged, which has been really fun. I think that is really the main reason we have sailed together so long.

Also, we have a great deal of respect for each other's ability. For example, Dave has sailed countless Worlds in 505's, FD's, Finn's, Melges, etc. and thus has a wealth of knowledge about tactics, preparation, etc. I think he is one of the best true "amateur" sailors in the world.

We also have a good understanding of each other's amount of time availability (we both do a lot of other stuff) and reach a burnout point at about the same time. This helps to know what our limits are, and that they are similar. I think that a reason some teams don't last long is that each person's personal expectations are very different, but they never talk about it. We lay out a plan for the year early every season and it includes breaks, no sailing weekends, etc. just to keep it in control.

We did have a "divorce" right before the Kingston Worlds, because I think we didn't have a good definition of who should pay for what (and that I was not contributing what I should have been in many ways). That I think can be another disaster point for some teams. It can be critical to the point of potentially putting things on paper if you need to. We don't go to that extent, but are both really good about splitting all costs, and on occasion just picking stuff up personally. Originally, Dave owned the boats and really funded the program, now I own the boats and we split the costs. So, over the years it's been a good balance of both of us contributing to the team.

JF - It sounds like you guys have an excellent relationship on and off the water, and you've figured out how to get the best from each other. How do each of you diffuse conflicts or disagreements on the water before they lead to poor performance or bad feelings?

Dave - Well to start with it's a known fact that it's always the helmsman's fault. Heck he's steering the boat! In all seriousness it's being honest with each other and communicating. When we were younger I think we had an unhealthy situation where we based so much of our self worth on our sailing performance. It was really hard on our relationship when we had a bad regatta! At this point we realize that it's all for fun and in the big scheme of things it really

doesn't matter. Granted we like to win as much as anyone! If we make a mistake on the race course whether it's boat handling, tactics or a breakdown our first priority is to fix the problem and discuss it after the race and learn from our mistake. Granted some lessons we have to learn over and over and over! We are both very supportive of each other and our efforts. We're a team and I'm only as good as he is. At the end of the day know matter how good or bad the racing went it, I got to spend it ripping around in a 505 with a great friend. Is there anything better?

Bruce - In the early/younger years of our racing, we got pretty wound up at each other and would just get PO'ed, yell and scream, and not talk to each other. Now we never do.

I think it comes from mutual respect and age. Our main goals are twofold; (1) to try to do the best we can and win a world championship, and (2) have a great time—which is more important. I think when you have that perspective and respect for each other anger is just not part of the equation. If I blow a tack or Dave does a slow jibe, it's not because of lack of ability or talent, so knowing that keeps everything in perspective. Also, when we make mistakes on the race course it's a total team decision so there's no personal blame.

JF - What's the best thing your teammate does to ease tension while racing?

BE - Just refocusing each other on getting our heads back in the game. We certainly have seen and/or done great comebacks in regattas when you thought it was all over!

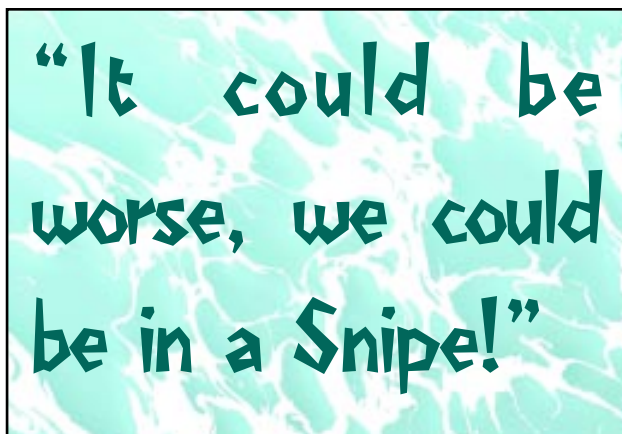
DS - Laugh at him. He does this real funny nasal grunt when he gets stressed and then pulls the mainsheet to hard. Me, I just get real quiet—kind of like if I don't tell him were on the wrong side of a 30 degree shift he won't know! So the line goes..."You're quiet. How bad is it?" "to which I respond, "It could be worse, we could be in a Snipe!" Once he finally learned I'm perfect and it's all his fault things got better! As you can tell humor is a large part of our stress relief program. Respect and appreciation of ones efforts go a long way in any relationship, but some times thing just are out of your

hands and you can only laugh.

JF - What is the mood on the boat when you guys are sailing at peak performance? Do you have a "zone" that you get into?

DS - There is a definite zone or flow we get into. Bruce has an unbelievable feel for the boat and making it go fast. It's not a sail by numbers sort of thing—he just knows when something's not right and we need to re-adjust. When we're flowing and the boat is fast, it's real easy for me to be a tactical genius! Confidence builds on this feeling, but never be over confident and careless.

BE - We just had a great weekend racing last weekend. We certainly didn't dominate (no one really does in this fleet except maybe Mike & Howie 2 years ago), but just sailed consistently and ended up winning the regatta. I think it was a great example of when our communication is good and



we stick to our game plan and it works for us.

If you call it a "zone" it would be the ability to make the game plan work and this tends to feed into your confidence and then it turns into a positive cycle. We tend to really focus on setting up a plan in the pre-race, evaluating as the race unfolds, and then really trying to focus on how we can consistently make incremental gains.

The "mood" when its working is quiet and evaluating. Even on races we've won, our first question to each other is "what mistakes did we make and what did we learn?". Last weekend we won 3 out of 7 races, but never lead at the first or second mark on any of them, we just capitalized on mistakes of others and kept looking forward. There are certainly points where we get worked up, but we try to get each other focused on the race again.

JF - Let's talk about your relationship with Mike Holt from the UK. Is it fair to say you have a healthy competition with him?

DS - In any sport there are rivalries! The Dodgers and Giants... 49'ers and Dallas... Then there's Shelton vs. Holt! We compete at everything! If we play golf and I shot a 204 and he shot a 205 it would be a great victory to talk about for years! Sailing is getting boring as I have beat him 3-0 in 2001. If you can imagine, in the first and only race of the pre-worlds in Durban it's blowing 25+ knots and we're leading the fleet and screaming insults at each other! It's great fun! And just in case you forgot Mike, we kicked your ass in that race! In all honesty, Mike's a great friend and a groomsman in my wedding. As much fun as 505's are to sail it's the people in the fleet that make it the best!

BE - No we beat him so often that it's not fair, and he is a Brit so he has that going against him too.

JF - When Bruce was offered the syndicate management position with Philippe Kahn's Pegasus team, were you worried that he might accept the job and forego your 505 campaign?

DS - No! Bruce is a 505 junkie.... He's the hard core addict... No matter how far we try to distance ourselves from the boat we still need our fix. Screw racing, its 30 knots with the chute up somewhere off Natural Bridges. A huge swell, the boat just jumping out of the water. The cold water rushing up my forward leg as I stand on the side and then you pull the perfect jibe right in front of Jeff Miller's house! That's the best drug I can think of. Bruce will die before he gives up 505 sailing. And if he were to give it up for lead dogs I would put him out of his misery!

JF - Bruce—you have done some sailing on Farr 40's with software mogul, Philippe Kahn, why haven't you done more with that team at this point?

BE - Philippe is a fascinating person. He is an accomplished entrepreneur, jazz musician, snowboarder, and now sailor. I did a season of Farr 40 racing when he started out a year ago and Philippe had one goal: To

learn and become one of the best helmsmen around. He is now well on his way with a devotion to perfection of becoming better by sailing with some of the sailing greats of today. He is pretty unique in that I have sailed with some "successful" people in the past and some were jerks while Philippe is just the opposite. He rarely gets bummed, never yells, just wants to learn and get better. It's a refreshing attitude and a great lesson for all of us. His recent letter to the email sailing news scuttlebutt was a classic indicator of this. He wins the Admirals Cup trials, doesn't get to go, and is nothing but positive about the whole experience.

I hope to do some sailing with him this spring as a sparring partner in the Melges 24 when he is training in Santa Cruz and perhaps some racing with his team. With all the talent he attracts, you learn a lot of different things from some really good sailors. Any training with the team will help in my 505 sailing.

JF - Living in Santa Cruz, you guys are not plugged into the ultra-competitive Team Tuesday crowd down in Long Beach. Despite this, you remain as one of the top teams in the US, frequently defeating teams with more boat time during the season and more boat-on-boat tuning experience. How do you remain so competitive?

BE - In fact, the "Team Tuesday" gang is really open about sharing information, and

helping everyone. That's one of the main reasons our California fleet is growing so fast. So, even though we don't get the benefits of the weekly tuning, they are great about helping us out too. I hope that we have helped them in a mutual way.

I think the major factors that keep Dave and I in the hunt is that we do try to refine our boat handling on our own, and then when we do get to sail against those guys, we really focus on tuning. We have had some great opportunities to do some pre-regatta tuning with them.

We are going to start a NorCal Team Tuesday in San Francisco this summer. It has really been driven by Nick Adamson and Doug Hagan. We have a really great group now in NorCal. Olympian Nick Adamson sailing with Alan Norman, Ryan Cox and Carl Smit, Doug Hagan and Stuart Park, Thad Lieb and Paul Kerner, Evert Meyer and Chris Hanke, and our rover, David Byron, all of whom will be doing Tuesdays in SF. All these guys have the capability to be Top 10 in the worlds soon and it's a really great group of people.

The other thing that really helps us is that we have sailed together for so long. A lot of the timing things are so dialed that our tuning curve is a bit shorter than others (I think).

Bruce and Dave at the Hyannis Worlds, 1998



ONNE VAN DER WAL

GETTING ON-LINE WITH BRUCE AND DAVE

Jesse Falsone - Bruce and Dave, I'd like to conduct an email interview with you guys. Are you on?

Dave Shelton - Cool! Just no questions about my relationships with Madonna and Princes Diana. Oh yeah, my million-dollar-a-year Vegas gambling habit is taboo as well! PS - I didn't father Jody Fosters kid and I live next door to Elvis.

Jesse - OK, great. It's good you can take your hands off your pipe to do the Interview (ed. - Dave is a pipe and pipe fitting dealer).

Bruce - Sure, I think it would be fun, but realize that Dave lies a lot :-)

Dave - 12 INCHES!!!

Bruce - At a minimum, you will have a lot of "psycho babble" to choose from.

Jesse - I've already considered that you're all equally untrustworthy so lies all around is just fine.

Dave - Can I "smack talk" about Bruce?

Jesse - I wouldn't have it any other way.

DS - No doubt we lack a great tuning partner! It would be a dream! We're sort of like a blind dog at times. We make up for our lack of sight with our sense of smell. We just have to make every other part of our program perfect. Boat work, sails, boat handling and of course, racing. We're pretty good about pushing ourselves hard in a practice with lots of tacks and jibes. One thing we do alot is race in the Santa Cruz Wednesday night race. Its pretty fun racing 50'+ keel boats and putting a little whoop ass on them! Tuning is great but racing is more fun. I think the SoCal boys are doing more racing this year as well.

BE - That reminds me of another thing I think we do exceptionally well. We are usually the MOST prepared when it comes to boatwork and with our kit for big regattas. We have a fully redundant set of everything, blades, spars etc. I think this also helps us locally that we can focus on tuning more than rigging at regattas. Dave really brought this to us from his FD and Finn campaigns (and he is really anal-retentive).

JF - What musical duo does the Shelton/Edwards team most resemble and why?

BE - I will let Dave answer this one.

DS - Depends on the day! We're not big musical people outside Bruce being a band geek in high school! I think he was Tuba Boy. Full of hot air? I think if the breeze is on we're a sort of Van Halen/David Lee Roth 1984ish sound going on—happy, fast and upbeat! I don't know what it means but Bruce really grooves on the song "Hot for Teacher".

JF - Both of you have sailed numerous other boats, both as a team and separately. Those boats include the FD, Melges 24, 49'er, Finn, Laser, and an assortment of keelboats. Why do you always come back to the 505?

BE - I think it has to do with the fact that it's simply the nicest boat to sail, especially in a heavy air venue like Santa Cruz. The only other boats that I would even put on the same par are the FD and 49'er. The FD is a dream to sail upwind but feels like a keelboat offwind. The 49'er is a kick in the butt, but you really need to be sailing full time to be competitive at the world level. Eric Willis and I currently have a 49'er that we sail on Wednesday night beer can races when its light, that's just so we kick the lead doggies butts in any condition

(less than 10 knots its a 49'er night, more than 10 knots its the 505).

Overall, the 505 is the best boat to sail and consistently has the most competitive racing year after year.

DS - The 505 is the greatest boat. It's as simple as that! Keelboats suck. Olympic class boats take a full time commitment. I have no comment on 110 foot cats as Cam has yet to call me! (Granted it would be hard to fit one in the garage!) The 505 is the only high performance non-Olympic class boat to have a true world championship. This brings me to the best part, and that is the people. Sailing 505's has introduced me to some of the greatest folks the world over.

JF - Who do you consider to be the best 505 sailor, past or present?

DS - Besides myself? I always respect people who not only are great competitors at a sport, but put something back into the sport. Dennis Surtees really fits the bill. I can't think of someone who has won more regattas and put more back into the fleet. What about the great crews—Carl Buchan, Bruce Heckman, Jay Kuncl, and Jay Glaser. These are the guys who were always there to answer my questions when I was the new kid hanging on the side. Never forget the 505 crew is rule number one!

BE - Best is hard to define: on sheer talent, probably Peter Colclough. Didn't really ever practice, won 4 worlds, super nice guy, regular working stiff with a big family. The last worlds he won, I believe in the UK, he was sailing with his son. Totally cool!

There are so many people in the class that have done well at the World level that are true champions. I define that as normal people with jobs and families, that don't sail full time, that don't live off trust funds, that do well year after year and just do it for the love of pure racing, sailing a great boat, and having a great time with friends from all over the world.

There certainly have been many people in the class that inspired me to race 505's: Howie, Jay Glaser, Carl Buchan, Paul Tara, Jeff Miller, and all for very different reasons, but all about sailing 505's. A lot of people know the Howie of today: World Champion! But, he has been a promoter of the class, boatbuilder, innovator, and probably only second to Marcel Buffet at number of Worlds attended, certainly one



SCOTT LECHNER

of the reasons the 505 class is strong and alive today and certainly ranks in the “best” category.

JF - What positive and negative impacts do you think the new big spinnaker will have on the 505 class? Will Dave finally lose some weight when we switch over?

BE - I think the change will be good for the class. It might be a little painful at first for some folks who don't buy new sails every year, but after we get a year or so into it, there should be a chunk of used sails available. I think it shows that the class is willing to change and that's important as newer designs come out. We are competing against boats like the 29'er and 49'er (somewhat) for new sailors. The new hot 18 year-olds in our club just bought 29'ers when we thought we would have them in the 505 class.

On Dave's weight, he is a little guy now. We have lost 30 pounds as a team since South Africa. We were the 4th heaviest team at Santa Cruz last weekend. We have both been working out with a guy that is a great trainer and it really helps in the breezy conditions. He is working with a lot of

sailors now (Finn, Laser, Farr 40 teams) and has a great website with daily routines. If you want to check it out its at www.crossfit.com.

DS - It's not how big you are, its what you do with it! The 505 has an amazing range of weight combos that work. Bruce and I are on the large side (185 and 206) but also one of the fittest teams on the water. I think fitness has paid huge dividends to our success. About three years ago we hooked up with a personal trainer and its made a world of difference. On the windy two race day in Durban we felt as strong at the start of the first as we did when we hit the beach. I don't think the big chute will make a huge difference and really don't care either way! I do care about the courses and want them to remain balanced with equal up wind and off wind legs. My biggest bugaboo is making the Worlds event shorter and more racing. There's no reason we can't do the whole event in less then a week! Oh yeah, don't get me started on carbon rigs.

JF - Do you guys feel that you are, on average, improving as a team? If so, what factors have lead to this improvement?

BE - I think we are in a cycle this and last year where we are improving. We are certainly more organized than before. I think the whole level of 505 sailing especially in California has gone up quite a few notches, so probably by default we are improving with everyone else. Like I mentioned before, I think the one thing for us that we have improved on is our fitness. It certainly makes a difference in our endurance and strength and I think that has given us more confidence mentally. Hopefully, our NorCal Team Tuesday will help all of us get to some refined levels like the SoCal team has done.

DS - Sometimes I wonder! But, yes, we're always getting better. If we were as good as we are today 10 years ago we would have several World titles! The areas we have spent a lot of time in lately and have really helped are downwind, fitness and tactics. Wire running takes some time, but we get better every weekend. Fitness is a 6 day a week thing! We both hit the gym, row, bike ride or clean horse corrals almost every day. If you're not tired on the race course you make better calls! On tactics, we're not brain surgeons, but our fleet is so damn

hard to win in you have to be thinking all the time!

JF - Do you consider yourselves innovators in the class, or are you content to just piggyback on others who are perhaps more inclined to do development work?

BE - I would say we tend to go with a more standard program. We certainly have done testing with Jay Glaser and Dave Ullman over the years on the sail side but not much more than that. The real innovators of late have certainly been Mike and Howard. We have come up with our share of cool rigging things along the way but those came from just sailing. Our focus has always been to try to spend a lot of time on the water and try to have consistent speed and boathandling.

DS - I would call us refiners. We definitely have come up with some great ideas, but most of them are just refinements on small things such as Bruce's cool halyard cleat. We decided a long time ago that time is the enemy so we tend to get standard gear and learn to use it well.

JF - By the time this interview is published, Dave will be married. You're not a young team now. Can the Shelton/Edwards duo

continue through this decade with the same energy and intensity?

BE - That all depends on how much additional cleaning Dave has to do now that he is married. This is not because Karina has him do it, its simply because Dave is anal and there is a second person around dirtying up the house.

Seriously, I think we will. There are certainly many people older than us in the class that are very competitive, and as long as we continue to have fun we will keep sailing.

Many of our best friends are from years of 505 sailing and its great to keep seeing them year after year. As far as intensity goes, we have gone through cycles in the past for other life reasons that have made our program ebb and flow as far as intensity goes. I suspect that will continue into the future. At this point we are both planning on going to Portugal and then Perth together as a team and hopefully more beyond that. But again, it all comes down to how clean Dave's house can stay.

DS - Boy one of the best things Bruce and I have going is our wives...and to be! Karina and Annette are two of the most

understanding and supportive team mates we could dream of. How many times has Annette held a pair of vice grips far up in the side tank? Or loaded the boat in the rain? Karina is great sailor on her own so she can understand the passion and the love for it. We plan on starting a family at some point so I'm sure 505 sailing will slow down a bit. But never stop! I remember Carl Buchan after winning a Star Worlds taking his kids out for a sail. I can't wait to share my favorite thing with my family and I'm sure they will love uncle Bruce and aunt Annette! If I have girls they will never know Andy Beeckman.... **505**



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Trading Places

How the Other Half Lives

By Mike Martin

After crewing in 505s for the past however many years and trying to figure what the hell that guy behind me was doing back there, I figured I would give it a whirl and see for my self what all the fuss was about. After the winning the worlds in Quiberon, France we shipped Howard's Europe boats back to California. So I could start stage 2 of the "Master Plan" (To win the worlds as skipper and crew). I would like to start off by thanking Howard, who clearly not in his own best interest, was extremely helpful and supportive through the whole process. After spending a year in the back of the boat I learned a few things that are much less obvious from the wire.

Spending the vast majority of my tiller time in single-handed boats I did not know much about driving a 505. The one thing I did know is how important it was to get a good crew. With this in mind I started at the top, 1992 Flying Dutchman Olympic sliver medallist Steve Bourdow. Steve and I had talked in the past about the Master Plan so when I told him this was the year, he was ready to go. Although Steve was not available as often as I would have liked, he figured out the 505 in no time flat. Since Steve lives 400 miles away, I also needed a crew for our Tuesday night practicing. First I tried training a few green crews until realized how difficult that was. Then figured out that it was easier just to steal someone else's crew. Jeff Nelson fit the profile I was looking for perfectly. He is a very accomplished Laser sailor, he is the same size and weight as Steve, and he is always psyched to go sailing. So I swiped him from Charlie Bocather. Sorry Charlie.

Now that I had taken care of the most important part, it was time to focus on the sailing. I was surprised at how much concentration it took to drive the 505 well upwind. In the single-handed boats that I had sailed in the past I could easily look around and still keep the boat speed up. I have always been a fan of keeping your head out of the boat, but every time I tried looking around while driving a 505 the boat would

slow down. I found that it was best if I just kept focused on making the boat go fast, and let Steve or Jeff do the majority of the tactics. This meant that to keep my head in the game, they had to give me constant feedback on what was happening on the racecourse. This information included our speed relative to the boats around us, how our boat was set up, what shifts and puffs were coming down the track, and our general game plan. As a crew I always tried to feed this information to the skipper, but I never realized how helpful this information was until I was back there myself. Part of the reason that skippers are so whiny is that they don't really know what is happening on the racecourse unless you tell them. So to stop that incessant whining from the back of the boat the crew has to keep a constant flow of information to the skipper. In the two races that we won in Durban the sea state was very confused chop on top of BIG rollers. It took all my concentration to keep the boat going fast. I never had to look away from telltails and the waves, because while Steve was calling all the tactics he



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kept me fully updated on what our status and plan was.

Other than concentration, the key to making the boat go fast is in the setup. If the boat is set up right you are just fast. You can go higher or faster or both. The Team Tuesday tuning grid gets you very close right out of the bag. In light to medium we would just sheet the sails in to the numbers, keep the telltails flowing and have even pace with the top boats. The condition where we had a speed advantage was in the breeze. In this condition we figured out a few tricks. First was to not be afraid to rake. It seems obvious, but our rule of thumb became “if you are overpowered then depower”, and rake is the fastest way to depower. This allowed us to use the second trick, which is to keep the main as in and loaded as much as possible. The main should be drawing all the time and should never have more than 2 feet of bubble in the luff. I think that this is fast for two reasons. First it means that the main was being used efficiently. If the main is flogging, it producing all drag and no lift. That’s not good. Secondly it keeps the rudder loaded. From my blade studies, I found that the most efficient set up is with considerable helm. Therefore, if it is windy and the boom is outside the rail, we rake and trim the main back in. Another trick, that I was not happy to learn, was that despite what most skippers claim, hiking makes a big difference. Off the starting line I would lengthen the tiller extender, straight leg hike, lean back and haul ass. Once we were sufficiently punched I would scooch in to a position that I could sustain for the remainder of the race. (Which I like to believe is more hiked than other skippers). If we got into a tight situation and needed some jets, I would go back into straight leg mode. I was talking to Steve just the other week and he commented that when we were going the fastest was when I was hiking my ass off. After years of harping on Howie to hike harder, I think that I finally got the message through by example. He has built himself a hiking bench, and claims to use it every day.

On the reaches again I think that we had pretty average speed except in breeze where we had an edge. We made some big moves on the tight reaches in Durban. What I learned was how important the high lane was. We had a pump system on the spin halyard so I could sit and hike while pulling the kite up. This was not only safer,

but would allow us to sail higher on the set. When you are in the high lane you can chose your own course. What I learned about steering on tight reaches was that you had to take advantage of surfing waves even when you wanted to work high. The gain that you make forward is well worth the temporary loss of height, however you have to be clear of other boats to do this, either above them in the high lane, or preferably ahead of them.

Another thing that I learned in the back of the boat about reaching was how much effect the kite trim has on the helm. Keeping the kite eased is not only faster, it is safer. Over-trimming the kite can instantly stall the rudder on an overpowered reach. Another control trick on tight reaches is to move your weight back. If it is at all sketchy I will move into the back straps. The crew should take a step back as well. I think that this just keeps more of the rudder in the water. As for the run, I just wrote an entire article on that in the last issue of *Tank Talk* so please refer to that.

This season I will be back in the front of the boat, but the new things that I learned this past year I could not have figured out without looking at the boat from another perspective. I suggest periodically switching positions. Both the skipper and crew can learn quite a bit from doing the others task.



OBSERVATIONS

The best thing about being a skipper

505's are great fun to drive.

Knowing that your actions have a direct effect on boat speed.

No matter how little you do, you get all the credit

The worst thing about being a skipper

Clearing kelp off the rudder

Hiking

Constantly having to question your sexual orientation.

The best thing about being a crew

505's are even more fun to crew on than to drive

No hiking.

Not having to constantly question your sexual orientation.

The worst thing about being a crew

It is a lot colder out there on the wire. Knowing that the biggest effect that you have on upwind boat speed is how much you have for dinner.

No matter how much you do . . .

the skipper gets all the credit.

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2001 World Championships

September 19-28, 2001 Cascais, Portugal

PLACE / TEAM

POINTS

1	GER-8788	HUNGER, Wolfgang/JESS, Holger	22
2	GBR-8774	PINNELL, Ian/HANCOCK, Tim	32
3	SWE-8655	BERGSTROM, Krister/MOSS, Thomas	33
4	USA-8762	THOMPSON, Daniel/ZINN, Andrew	38
5	USA-8714	HAMLIN, Howard/MARTIN, Mike	42
6	GER-8670	SCHEDER-BIESCHIN, D./GOERGE, Rainer	67
7	AUS-8780	VAN MUNSTER, Brett/LANGE, Geoff	68
8	GBR-8773	PAYNE, Simon/MASTERMANN, Bill	78
9	SWE-8232	ROSEN, Ebbe/WENRUP, Olle	79.5
10	USA-7873	ADAMSON, Nick/NORMAN, Alan	81
11	USA-8643	HARRIS, Barney/JAMES, Clayton	95
12	SWE-8768	MOLUND, Johan/BARNE, Johan	97
13	AUS-8782	HEWSON, Andrew/KARLOVECZ, Frank	97
14	AUS-8784	STODART, Hugh/GORMAN, Simon	98
15	DEN-8440	LARSEN, Per/ANDERSEN, Uffe	112
16	GBR-8752	HOWARTH, Chips/YOUNG, Paul	114
17	USA-7771	BEECKMAN, Andy/BENJAMIN, Ben	115
18	POR-8742	MARINHO, Alvaro/MARCELINO, Tiago	117
19	USA-7069	MEADE, John/BYRON, David	119
20	FRA-8702	BOITE, Philippe/TOUPET, Fabrice	120.33
21	USA-8631	COX, Ryan/SMIT, Carl	121
22	USA-7875	MILLER, Jeff/NELSON, Jeff	121
23	USA-8554	HAGAN, Doug/PARK, Stuart	123
24	GER-8744	HAGER, Jorg/RIX, Hans-Heinrich	126
25	DEN-8620	SAUGMANN, Jan/RAMSBAEK, Morten	137
26	POR-855	DOMINGOS, Afonso/ANJOS, Henrique	141
27	CAN-8263	MELLER, Alexander/LOVSHIN, Steve	147
28	GER-8775	SWIFF, Tom/SCHOELER, Martin	148
29	AUS-8696	JACKSON, Carter/NICHOLSON, Darren	149
30	GER-8376	NIEDLEK, Volker/HELING, Stefan	159
31	DEN-8622	BOJLAND, Tom/KARBO, Jakob	177
32	GER-8665	SCHLOMKA, J./TSCHENTSCHER, T.	177
33	AUS-8644	PORTER, David/HOLDEN, Peter	179
34	USA-6991	JENKINS, Bill/MERINO, Dan	194
35	GER-8632	KELLNER, C./STAMMERJOHANN, K.	
36	GER-8769	BOHM, Stefan/ROOS, Gerald	209
37	AUS-8588	STOWELL, Mark/BLACKMAN, Christopher	220
38	SWE-8551	NORDSTROM, Anders/ARVEDSON, Johan	221
39	GER-8669	BOGER, Tim/WEISSHAUPT, Jens	224
40	FRA-8677	GUBRI, Serge/DI P...DE, Thibault	226
41	AUS-8498	HEWSON, Peter/WILLIAMS, Dear	235
42	USA-8616	CHATHAM, David/McQUEEN, Matt	239
43	SWE-8719	LINDVALL, Jakob/BYRENIUS, Kalle	241
44	USA-8731	LIEB, Thad/WATERMAN, Rob	242
45	GBR-8460	GOULT, Martin/RUSSEL, Gordon	246
46	GER-8747	THUMANN, Jorg/STIEGLITZ, Oliver	252
47	USA-8012	AMTHOR, Henry/SMITH, Mike	256
48	GER-8590	KOECHLIN, Stefan/PRIEGANN, Axel	258
49	AUS-8755	HANSEN, Matthew/DEAN, Anthony	260
50	GBR-8555	SMITHWHITE, Dave/FULCHER, Neil	261



BILL JENKINS



BILL JENKINS



BILL JENKINS



EBBE ROSEN



RAMIRO DE JESUS

PLACE / TEAM

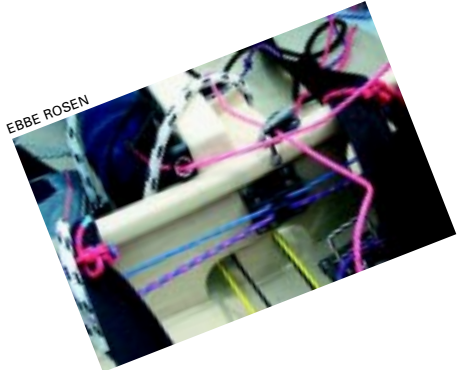
PLACE / TEAM	POINTS
51 GBR-8694 WILLIAMS, Andy/EDMONDS, Andy	270
52 GER-8772 ROOS, Ronald/ACHTERBERG, Andreas	272
53 BEL-8553 GORREMANS, Paul/GALLO, Pierre-Jean	273
54 GBR-8787 KARLSSON, Fredrik/DIEBITSCH, Christian	273
55 RSA-8340 WILLCOX, Graeme/HAYLETT, Alan	279
56 GBR-8535 CRAM, Francis/CRAM, Dougal	280
57 GER-8750 MULLEJANS, Christian/JUNG, Thomas	294
58 GBR-8495 PEACOCK, David/HEWKIN, Chris	303
59 GBR-8701 NAPIER, Rob/RENNIE, Jonathan	314.17
60 GBR-8708 WEDGE, Martin/WILLIAMS, Andy	319
61 RSA-8587 CRISP, Robert/VON BUDENBROCK, Brett	334
62 GBR-8705 DUNN, Ian/LAKE,	345
63 AUS-8589 BARBER, Sandra/BARBER, Mark	348
64 GER-8661 FREYE, Diethardt/KLUGEL, Michael	349
65 GBR-8685 SIMS, Michael/SIMS, Richard	358
66 GBR-8552 SHORT, Russell/SHORT, Andrew	363
67 GBR-8672 ODELL, Miles/STREETER, Andrew	373
68 FRA-8695 PUISSANT, Jean-Guy/ETIENNE, Seguelas	378
69 GBR-8291 NEAL, Sam/BURWOOD, Peter	387
70 USA-8790 WYLES, John/CHADWICK, Andrew	388.17
71 GBR-8678 BERRY, Jim/BERRY, Richard	404.33
72 FRA-8683 TILLY, Gerard/TILLY, Xavier	412
73 FIN-8056 RAITA, Raimo/RAITA, Antti	412
74 ZIM-8748 McCOSH, Patrick/CARVALLO, Gilles	417
75 GBR-8745 PEARSON, Chris/RAINSBOROUGH, Frank	418
76 AUS-8280 QUIRK, Michael/SINCLAIR, Kane	420
77 USA-8411 VON GREY, Paul/DEVITA, Anthony	426.5
78 GER-8424 GERDTS, Peter/LAHRs, Karsten	429
79 AUS-8506 ROBERTSHAW, Mark/RAYNER, John	431
80 GER-8692 VOLCKNER, Nicolai/HOWAR, Arnd	440
81 GBR-8510 THORP, Andy/THORP, Nick	440
82 USA-8593 MEYER, Evert/SHELTER, Graham	445
83 FIN-8136 TIKKA, Xar/DILLEMUTH, Matti	457
84 AUS-8781 ALEXANDER, Earle/LOCKENBY, Ken	462
85 FRA-8603 CHARTIER, Jean-Philippe/CHARTIER, Alain	486
86 GBR-8474 THORNE, Chris/TYAS, Andy	490
87 POR-8175 MATOS ROSA, Mario/VOZONE, Pedro	498
88 RSA-8789 MURRAY, Anthony/STENGER, Angela	501
89 FRA-8352 NOCLAIN, Philippe/NOCLAIN, Jean-Pierre	503
90 AUS-8547 GAUNT, Anthony/DUFFIELD, Michael	509
91 GBR-8305 POWER, Tony/KERRY, Richard	515
92 GBR-8467 ROMANS, Chris/ROMANS, Brenda	519
93 FRA-8623 BRUN, Eric/ROUANNE, Dominique	520
94 FIN-8582 JORE, Antti/PARVIAINEN, Lauri	528
95 GER-8450 FEUERHAKE, Jurgen/JUNG, Kerstin	533
96 GER-8412 PAULSEN, Antje/SCHAAR, Bjorn	546
97 GBR-8532 CLAYTON, Tom/HYATT, Dennis	552
98 GER-8413 ECKEL, Martin/VON MERTENS, A.	554
99 IRL-8309 O'BRIEN, James/BARRETT, Dion	561
100 IRL-8123 O'BRIEN, Michael/O'LEARY, Kieran	572
101 AUS-8711 BAGSHAW, John/GORREL, Richard	586
102 IRL-8269 M'DONNELL, Michael/O'RIELLY, B.	597
103 GBR-8435 MCGALE, Patrick/HEMMING, Lucy	607
104 POR-8176 ANDRADE, P./PINHEIRO MELLO, V.	
105 POR-8036 BELLO, Jose/FERLOV, Jorge	636



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EAST COAST CHAMPIONSHIPS

Hampton Y.C. / May 26-28
Moderate to heavy winds

PLACE / TEAM	POINTS
1 Peter Alarie/Tyler Moore	8
2 Bill Smith/Tim Collins	21
3 Dave Dyson/Neal Fowler	25
4 Clayton James/Barney Harris	31
5 Ken Hardy/Ethan Bixby	32
6 Martin tenHove/Jeff Boyd	34
7 Douglas Amthor/Henry Amthor	37
8 F. Sage/S. Sparkman/Ali Meller	39
9 Allan Kilgore/Tom Kivney	43
10 Jesse Falsone/Macy Nelson	44
11 Mike Albert/Stergios Papadakis	54
12 Allan Freedman/Rene de la Rie	63
13 R. Winters;D. Stetson/D. Stetson;A. Samos	81
14 J.B. Ferrarone/Ted Ferrarone	88
15 Nick Nelson/John Howell	89
16 Laura Seuschek/Bill Heintz	92
17 M. Schumpert/J.Hauser;F. Sage	99
18 Kevin Mehaffey/Dustin Romey	??
19 T. Hurwitch/C. Madsen	??
20 Josh Lieberman/S. Lieberman	125
21 Dylan Breton/Michael Breton	133
22 Betsy O'Brien/Robert O'Brien	138
23 Kathleen Shewan/Rob Shewan	138
24 D. Temple-Raston/Jeff Janos	144
25 Joseph Perez/Greg Schuster	144
26 Dave Seiple/Geoff Shaeffer	152
27 Chris Kirby/Lauren Abramson	168

PACIFIC COAST CHAMPIONSHIPS

Cabrillo Beach Y.C. / July 21 -22

PLACE / TEAM	POINTS
1 Larson/Baylis	17
2 Hamlin/Martin	17
3 Thompson/Zinn	22
4 Beeckman/Benjamin	36
5 Edwards/Shelton	38
6 Hagan/Park	41
7 Adamson /Norman	43
8 Meade/Byron	64
9 Lieb/Waterman	71
10 Miller/Nelson	78
11 Harris/Shelter	78
12 Meyer/Hanke	82

PACIFIC COAST CHAMPIONSHIPS cont.

Cabrillo Beach Y.C. / July 21 -22

PLACE / TEAM	POINTS
13 Jenkins/Merino	104
14 VonGrey/DeVito	112
15 Billings/Billings	114
16 Chatham/McQueen	119

NEW ENGLAND CHAMPIONSHIPS

Hyannis Y.C. / July 28-29

Light to heavy winds

PLACE / TEAM	POINTS
1 8735 Enright,Charlie/Alarie,Peter Bristol YC	26
2 8722 Nelson,Macy/Falsone,Jesse West River	26
3 8264 Boyd,Jeff/TenHove, Martin Kingston YC	32
4 8 Meller,Alexander/Sparkman, Steve	34
5 8698 McLaughlin, Fran/Yates, Stephen Kingston YC	41
6 8643 Harris, Barney /James, Clayton West River	56
7 8576 Herlihy, Andrew/Butner, Drew New Bedford	56
8 8012 Amthor,Henry/Smith, Mike	58
9 8194 Kivney,Tom/ Hingham YC	71
10 8083 Fowler, Neal/Dyson, Dave	78
11 8627 Collins,Tim/Smith, Bill	81
12 8013 Thompson, Rick/Smith, Dave Portland YC	82
13 7346 Hauser, John/	86
14 8778 Dietz, Darryl H./ Falmouth YC	87
15 7068 Ferrarone, Ted/Ferrarone, JB Larchmont YC	89
16 8311 Yindra, Chris/	109
17 8261 Heintz, Bill/Seuschek, Laura	116
18 714 Mignerey, Peter/Perez, Joe	117
19 7151 Temple-Raston, Dina/ West River	130
20 8753 Shewan,Robert/Shewan, Kathleen Centerport	138
21 8737 Longstaff,Anna/Hurwitch, Geoff Falmouth YC	139
22 8766 Maldari, Frank/Maldari,	155

2001 NORTH AMERICAN CHAMPIONSHIPS

Kingston, Ontario / August 8-12

Moderate to heavy winds

PLACE / TEAM	POINTS
1 8266 Hamlin/Martin	5
2 8629 Moore/Alarie	12
3 8722 Nelson/Falsone	19
4 8715 Bixby/Birkholz	21
5 7201 Thompson/Nelson	24
6 8264 Boyd/TenHove	28
7 8083 Fowler/Dyson	29
8 8012 Amthor/Smith	38
9 8627 Collins/Amthor	42
10 8018 Meller/Sparkman	43
11 8660 Herlihy/Buttner	49
12 8092 Kivney/Schell	60
13 8698 McLaughlin/Yates	63
14 8085 de la Rie/Freedman	72
15 8600 Kaiser/Badtke	80
16 7068 Ferrarone/Ferrarone	81
17 8410 Bush/Gillies	86
18 8442 Morrin/Hoffman	90
19 7346 Hansen/Gifford	90
20 8233 Bertrand/Molimard	97
21 7605 Gesing/Gesing	99
22 7610 Desbrisay/Hansen	100
23 7687 Moss-Lovshin/Lovshin	105
24 7796 Ashby/Adams	116
25 7318 Leiberman/Lieberman	128
26 8073 Long/Long	135
27 7685 Alexander/Wentz	136
28 7092 Romey/Mehaffey	137
29 7857 Hennessy/Angers	140
30 3827 Angliss/Cockburn	143
31 8624 Stetson/Stetson	144
32 7798 Hurley/Penney	148
33 8261 Heintz/Fowler	157
34 7793 Seiple/Brown	158
35 5828 MacGovern/Calhoun	180



Kingston, Ontario, 2001 North Americans

MARK ANGLISS

NORTHWEST REGION

The Northwest Districts' 2001 racing season is officially over but sailing will continue thru the winter. The Puget Sound fleet again increased its active boat numbers. We grew by 6 boats but then lost 2, still a plus in the total column.

In the 6 regattas that comprised the region series the NW saw never less than 8 boats on the line!!! The group is hearing "Did you see how many 505's are here?" rather more often than "What is a 505?" At Seattles premier early season dinghy event, SOCKS the NW boasted the 2nd largest double-handed fleet. Facing typically light summer winds in the Northwest, the region sailors have been looking to new and revisiting long absent

venues. 2001 took the 5-oh's to Astoria, Oregon at the mouth of the Columbia River (with gusts to 30+) and upriver to the infamous Gorge at Cascade Locks for the opening of the Gorge Games. Neither site failed to disappoint the wind junkies and brought much wanted nukin' wind experience. The District will soon be gearing up for it's busiest season yet. Next year the NW is hosting the PCC's at the Gorge and Canadian championships in British Columbia will be on the region circuit. Sailing our own events/clinics around the Sound, continued participation in B.C. and a foray or two south to California will continue to expand local 505 ranks and experience.

Paul VonGrey



Yanks and Canucks at the Kitsilano Invitational, Vancouver, B.C.

SUEATHMANN



Bill Green/Allan Wilson at Timberline, Colorado

MARK ANGLISS



On the road again

ETHAN BIXBY

NORTHEAST REGION

Looking forward to 2002

The preliminary Region I schedule for 2002 is nothing less than a tour of New England's finest racing venues. In addition to 2001's strong regatta schedule, 2002 will feature three dedicated recruiting/training weekends. The Region I racing schedule formally kick-offs with the traditional Bristol Spring event. Witchcraft boats will host the class at the Falmouth open (June 15-16), now in it's third year, for some wild sailing on Vineyard Sound. The Eastern Canadians Champs (June 28 - 30) will be held in Kingston, providing an opportunity for Region I sailors to duke it out in the famous Kingston thermals, and battle the after effects of the famous Kingston bars.

2002's ECC will be held at the Hyannis Annual Regatta, with a twist: 505's will begin racing on Thursday, and complete our racing on Saturday. This will enable us to have three quality days of racing, while allowing for a proper awards ceremony/party, and a Sunday departure (which will hopefully mesh with



Mid-Atlantics, 2001

ALEX PLINE



Falmouth Regatta 2001

WITCHCRAFT BOATS

container loading for the NA's). For those Region I teams not attending the NA's in Los Angeles, 505's will participate in CORK this year, so there's no reason not to get your boat in the water.

The Region I schedule will formally end with the New England Championships, to be held at Larchmont YC. Larchmont was host to the 1963 worlds, and 1960, 1963 & 1965 NA's; they are psyched to be hosting 505 events again.

With a container of new boats arriving this spring, some great used boats on the market and a super event schedule, 2002 shapes up to be even better than last year.

2001 Season Recap

2001 saw near record attendance at regional events. With a strong group of new prospects, the old guard continues to be the back bone of the group. Dave Dyson and Neal Fowler saw their share of success this past season, winning the opener in Bristol, capturing 3rd at the ECC's and a respectable 7th at NA's. But the real success of Region I has to be class newcomers Drew Buttner and Andy Herlihy, fresh off a 2000 Olympic bid in the Soling Class, these boys rose quickly through the ranks finishing 3rd in Bristol, 7th at NE Champs and 11th at their 1st NA's. Last but certainly not least, the story of the summer had to go to Charlie Enright, 16 year old from Bristol, RI and his NE Champs victory with Peter Alarie, out pacing the best teams on the east coast. Stay tuned for more news on the youth movement in Region I.

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Laser Treatment *By Jesse Falsone*

There are times when we're reminded of how fortunate we are to be sailing a boat as perfectly conceived as the 505. Most of these times occur when we're actually sailing the boat itself like on a fully powered three-sail reach. Or perhaps you're reminded at the bar where nostalgia may actually surpass reality. Sometimes it occurs when you're sailing another boat.

My in-laws own a vacation home on Manitoulin Island in northern Lake Huron. To say it's a beautiful place doesn't do this



land justice. The house sits right on the shores of South Bay which runs north-south for many miles, and is approximately 1 mile across. The waters are similar to Kingston, but so clean that you can drink it right from the bay. In fact, the extent of this beauty is perhaps only rivaled by its solitude, and that solitude feels expansive when you're on the water. It's unimaginable to me that a place with such utterly perfect sailing conditions should be so desolate. Somehow, solitude and sailing can be such a perfect match to rejuvenate the soul.

Every summer we lug the kids to Manitoulin, our minivan laden with my windsurfing gear leftover from another life. However, with two of my boys now old enough to go for a ride with their "old man", I figured it was about time to buy a used Laser. As luck would have it, I found a great deal on a 1992 Laser that had gotten its lumps in a junior sailing program, and

was in need of some TLC to get it on the water again.

I rushed to complete the required work on the Laser before packing up for the Kingston North Americans. The two sizeable holes (one in the hull and one in the deck) were easily repaired, although I realized how difficult it actually is to get gelcoat to match. The boat needed all new lines, and I attempted to quickly tutor myself on the fine points of creating purchase systems without the use of blocks,

shackles, fairleads, and other niceties that we take for granted in the 505. Then it dawned on me that I wasn't going to race this boat so why not rig the control lines to actually work well. Five blocks and a few shackles later and I actually had a respectable layout.

I replaced a few rivets on the rig, touched up the foils, and re-sealed all the hardware, and within two days I had a boat that would be quite nice as a family daysailer (wasn't that what the creator of the Laser had in mind?).

The theory was that I'd windsurf in anything over 15 knots, and sail the Laser in lighter winds. Unfortunately, my old carbon windsurfing boom had one too many hard "chop hop" landings on its odometer, and I was forced to re-think my vacation sailing strategy. Midway through a windy week, it became clear that if I wanted to do more sailing, it was going to be in the Laser.

I didn't mind too much because the Laser is the "high performance Olympic single-handed dinghy". Could it be that much slower than my 9-foot course slalom board and 7-square meter race sail? Hiking

shouldn't be a problem since I owned a nice pair of battened hiking pants that were unused since I bought them in 1995, the year I was deluded into thinking that I'd compete in the Laser class but decided on the 505 instead. Boat handling should be a breeze since I sail the highly tippy InterClub dinghy in the winter.

So, it was blowing 20 knots, my windsurfer was on blocks, and I thought I had the right stuff. I went Laser sailing.

I worked the boat hard in the stiff breeze and chop—at least for 30-second intervals. My quads were burning, my knees were bulging, my back was aching, and my abdominals were convulsing from my attempts to keep my torso out over the side. Tacking with all that vang on seemed like suicide. Where's the flattening reef? OK, I now have a deeper respect for Laser sailors. This is painful! Hiking hard and going slow is, indeed, no fun. The fun factor on the reaches increased somewhat, although my rudder frequently ventilated. Downwind stability was simply insane, and I quickly found the limits of how far one can pull the board up. Jibing? I closed my eyes and prayed. As I swam, I realized my embarrassment was unwarranted. There was nobody around for miles to see me in my "Ask Dr. Crash" moment.

Perhaps I've just gotten used to the 505. Perhaps I've come to expect boats to be stable at speed, plane upwind, and not torture every fiber in your body. Perhaps I'm just a wimp. Whatever the reasons for my discomfort in the Laser, the one thing that stands out to me more than ever is just how well conceived the 505 truly is. If you don't believe me, go try sailing a Laser or a Finn in 20 knots.

My wife met me at the beach as I sailed in, a triumphant smile on my face. She said, "Doing a little swimming, huh?"

I think I'll fix my windsurfer. **505**



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Hookin' and reelin 'em in By Nick Nelson

I've been around 505's since the beginning of my life, and I learned the basics of a trapeze/spinnaker boat from an early age. I guess you could say that I have the "correct" appreciation for high performance dinghies. My father (Macy Nelson) has been sailing 505's for what must be going on 30 years now, and, much to his pleasure, I am suitably obsessed with the sport. I am a member of a sailing team,



Nick Nelson

and I traveled the East Coast on the Club 420 circuit (ed. *Nick Nelson and John Howell were second at the 420 North American's*). I'm starting to race more demanding and boats, and I've been employed as a junior instructor. In short, I'm on the path of a sailing life, and I'm the type of junior sailor that should be on your recruiting radar screen.

All dinghy classes are concerned with their membership numbers. I've heard recruiting discussions within the 505 class a lot recently. What's the answer? **Junior Sailing.** I know the US juniors sail a slow, heavy boat with little sail area. But we don't know better, now, do we? Understand that the majority of us are naive regarding high-performance sailing. Only a few of us have started breaking into the world of skiff sailing with the 29'er, but not many.

To get junior sailors on a 505, you need to understand junior sailors. We're teenagers, we're on a quest for speed and adrenaline, we don't have the patience for careful, exacting boat work, and we have little money. We look at the 505 and say three things; "*It's really fast*" but, "*it costs way too much*", and "*these guys spend more time working than sailing!*" Perhaps in our youthfulness we exaggerate a little about the boat work, but the point is still valid.

You are competing with a host of classes supported by companies that aggressively market *inexpensive and simple* boats directly to juniors (Laser, 29'er, Vanguard 15, Vector, etc.).

At every C420 regatta for the last year I have seen demo Vectors cruising around the racecourse and sitting in the boatpark. At the 29'er worlds there were non-junior classes there. We had two I-14's, there was a 49'er down the hill, and even an Aussie 18 showed up. They all made a point of going out on the water when we went out on the water. The Toronto I-14 class organized a regatta dinner at the Kingston Yacht Club. People went over and checked out each boat. These 29'er guys, when they are older and in the market for a fast boat, will remember back at the 2001 29'er worlds when they saw the really cool fast boat called the I-14/49'er/Aussie 18. It was a lost opportunity for the 505.

To hook people you need to market. Effective marketing to juniors means having a boat at every major junior regatta. You need to aggressively "brainwash" the juniors. You need to take people out and show them why reach legs exist. You need to have people think that except for collegiate sailing, the 505 *is* the next step up in serious racing. You need to organize with the youth classes like the 29er fleet. The 29'er class secretary, Dave Bernal, wants to get 29'er sailors into high performance dinghies like, and I quote, "the 49'er, the 505 and the I-14."

For some kids, the "up the hawser" approach to teaching works. My former teammate and I were luck enough to sail a borrowed boat at the 505 ECCs (ed. *Nick and John sailed to a respectable 15th*). We were lucky in that my dad was the enabler who pulled all the strings in getting us a boat, rigging, sails, and transportation. On the water, my dad also provided valuable feedback between races that helped us cope with the strong winds on one day. If there's a promising junior team in your area, consider this approach.

However, for most kids, initiation into the

505 will require a slower approach. If you can convince some adrenaline junky junior sailor to go out with you, let them get comfortable. Don't go into a full explanation of the tuning systems. Just pull as few lines as possible and hide the rest. The less we see the easier it is for us to adjust. Don't pop chute right away, heat up and assume they are still hanging on from the trap wire. They won't be. Just let them sit out there and realize a boat *can* plane upwind. Five minutes after that realization, you are on your way to having a new 505 sailor. Take them out again and teach them a little more about the boat. Maybe this time do a tight reach, jibe, douse, do a little mark rounding. The third time out, get some other 505's sailing and do some nice easy *short* races. Long grinds are not done in 420's or other junior boats. We can usually see our windward marks during a leeward mark rounding; they are not over the horizon. Besides, we don't have the patience yet. At the end of the third day tell them to start spreading the word.

So we now know that you need to "hook" someone by appearing at junior regattas and offering rides, then you need to teach them, slowly at first so we don't get traumatized by all the strings and seeming complexity of the 505. You need to enable them wherever and whenever possible.

But, in the end remember a few things. We serious junior sailors would *love* to be brought into the clan of high performance dinghies. But the initiation is really scary. Be aggressive on the image, especially now with the new Big Spinnakers. Shove the 505 under the nose of juniors and leave it there. Run circles around our coach boats. Show us what you can do. And when you are done, come and talk to us, help us with what you can, ease the shock of what we have just realized and show us the light.

BackTime

“This month’s cover: Photographer Darrow M. Watt captured two 505’s enjoying a perfect sailing day near San Francisco. Steering is sailmaker, designer Bob Miller of Sydney, Australia while Californian Dennis Surtees hangs on the wire. The 1971 505 World Championships will be held in these same waters.”

One-Design & Offshore Yachtsman, the magazine for sailboat racing, January 1971.



TANK TALK

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