TRAP LINE TWINGS

Many people outside the USA have been experimenting with trap line twings. These were first used in the 70's and 80's, and were championed by Steve Benjamin. Back then, the twings were for upwind sailing to give greater upper mast support in light to moderate winds. This system is making a comeback now, but primarily for mast support downwind to counter the extra load from the LLS. The system is quite simple. The trapeze lines are attached to the mast near the spinnaker sheave. A control line in the mast (the twing) pulls the trap line in so that it's force acts at or near the hounds for normal upwind sailing. While sailing downwind, the twing is released and the weight of the crew on the wire helps support the upper mast. This system is gaining popularity in Europe and the UK.

THE PROCTOR CUMULUS RIG

The Cumulus is gaining popularity around the world as a good choice for the LLS. In fact, because of increased demand, Proctor is now making the Cumulus in lengths suitable for a 505 so no splicing is required. The Cumulus is designed to be about 17% stiffer sideways as compared with the Proctor D, but with identical fore/aft stiffness. This added sideways stiffness should help the global stability of the rig with the LLS, and this is seemingly proving out in testing in every major 505 hotbed. In the US, Hamlin and Martin have been testing a Cumulus with the LLS, and have had good results. They have no additional rigging or modifications, and it is rigged exactly like a US spec pre-LLS Proctor D. They recently won a regatta in winds ranging from 10-18 knots with this rig. It's also noteworthy that the taper on the Cumulus is approximately 250mm longer than the taper on the D.

It should be noted that independent bending tests of the Proctor D and the Cumulus yielded very interesting results. The three year old Proctor D measured was considerably softer sideways, and nearly dead on the spec fore and aft. The new Proctor Cumulus was nearly dead on the spec sideways, but slightly stiffer fore and aft. According to Barney Harris, the age differential should not have any large net effect on the measurements. The tests were performed by Jesse Falsone with a procedure prescribed by Harris. These tests were not performed in a laboratory environment with precise control over all measurements, but multiple readings were taken.

Mast Section	Proctor D	Proctor Cumulus
Fore/Aft Stiffness, cm^4 (measured)	19.8	21.2
Fore/Aft Stiffness, cm^4 (specification)	19.5	19.5
Side Stiffness, cm^4 (measured)	9.73	14.0
Side Stiffness, cm^4 (specification)	12.0	14.0

Stiffness Comparison - Proctor D and Cumulus

This data set is obviously limited with only one of each section tested, but it's hard to dispute the results. The most significant difference is that this Cumulus is approximately 40% stiffer than this D sideways. It is not uncommon for people to report variances of measured weight and stiffness among Proctor D sections. Many contend that their oldest D's are also the lightest (some by 2 pounds!). Caliper measurements of wall thickness on older Proctor D sections suggests some irregularity and/or variability (i.e. one wall thicker than the other). According to Proctor, the D section has always been supplied at a nominal weight of 0.97 kg/m. Early published data may vary because of inaccuracies in weight calculations performed by hand. Production variations of cutting and welding each mast do account for small differences in weight, especially when performed by hand. Selden, the new owner of Proctor Spars, has upgraded their production method by using an automated welding process that produces better consistency mast-to-mast.

Mast extrusion dies are cleaned with an acid solution that removes a few microns of material after each production run. Die material is also lost due to the small amount of abrasion incurred during the extrusion process. Therefore, older dies can produce masts with slightly thicker walls. Most extrusion dies are tediously hand-crafted and repaired by welding, grinding & polishing. For all practical purposes, each die can be considered one-of-a-kind. Therefore, one new die can produce slightly different extrusions than another new die.

Ethan Bixby and Ian Pinnell have independently reached the conclusion that no alterations to their current sail designs are necessary with the Cumulus section. However, at press time, Bixby has yet to try the Cumulus. However, Ethan states that such a modification is very easy.

Barney Harris contends that the increased sideways stiffness of the Cumulus will not be the best solution because the most probable failure mode for the mast will be due to fore and aft instability. Harris has yet to sail with anything other than a standard D with the LLS.

LLS DESIGN TRENDS

The adoption of the LLS has meant that sail makers can play with clean sheet designs. As previously stated, the higher aspect designs lead to greater variability in practical foot lengths, and thus, a greater variability in area. According to Ethan Bixby, the approximate area of a converted North Chicken is $16m^2$, the new all-purpose LLS has approximately $17m^2$, and the max-foot design is up to $19m^2$. The theoretical maximum area of the LLS is about $22m^2$. It should be stressed that these are rough numbers.

The broader reach angles of the new worlds course means less compromise in design between a reaching spinnaker and a downwind spinnaker. The demands on our old spinnaker were high, and that is why they evolved to be much smaller than the maximum on the foot. The tight reaching legs dictated that a fair amount of bias stretch on the luff was necessary to round the entry and make the chutes easier to fly (i.e. they don't collapse every time you take your eye off it). The downside to bias stretch is that it often decreases the spinnaker's competitive life span as witnessed by the eventual distortion of horizontal seams at the head. Some sailmakers are now experimenting with large radial head designs (only one or two horizontal panels in the middle) which have

long been used in larger racing boats. Others, like Ethan Bixby, still feel that "a fair percentage of bias stretch on the luff is still necessary to maintain the active and dynamic luff characteristics of the spherical sail". North Sails has been experimenting with a short radial head to mitigate the negative effects of bias stretch, while still maintaining the best flying shape for reach legs.

It's simply too early to predict what spinnaker shapes and sizes will be best. Some might assume that the largest spinnakers will be the quickest in light air. While size does matter, so does flying shape. Larger spinnakers tend to be heavier, and this extra weight makes filling the spinnaker more difficult in light air. Some people theorize that the biggest spinnakers will have legs in moderate air when the spinnaker can easily fill to its optimum shape, and the extra area pays dividends while sailing very low angles. Others are of the opinion that the largest spinnakers will be best suited to heavy air and big crews.

The equation probably gets a bit more complicated in heavy air, especially heavy air reaching, when stability is limited by crew weight and buoyancy. Large gains on the first reach were always possible sailing the old worlds course. Boats that could quickly get into a high lane often prospered. Now, with two runs and only one reach triangle, some people contend that the spinnakers will need to be optimized for downwind sailing. The theory is that the fastest boats will want to separate from the bulk of the fleet on the first beat and the following run, leaving the reach as the "hang on to your position" legs. Undoubtedly, the new course will cause the fleet to be more spread out by the reach leg, so fewer passing opportunities will be available on the reach. However, the fleet will be much closer down the first run and big gains and losses may be possible.

So, like mast sections, not much is known yet about LLS spinnaker designs. More than any other sail, spinnaker design may be ultimately dependent on sailing style. The teams who are best at wire-running may prefer one design for closer apparent wind angles, while those who prefer to sail low angles may be fastest with a different design. Once again, crew size may also prove to be a huge factor.

OTHER RIGGING MODIFICATIONS

Spinnaker Sheave Height – Most people are advocating maximum or near maximum height. The higher the spinnaker, the less it will interfere with the flow on the mainsail and jib, and the better the visibility for the helmsman. However, higher spinnakers will also produce more heeling moment, and will cause more mast deflection. Ali Meller successfully modified Dina Temple-Raston's Lindsay 505 for a lower hoist, and this seems to work well for a team sailing quite light with a Proctor D. The International 505 Web Site has a nice video production of this system in action.

Pole Fitting Height – Boats sailing with maximum hoist spinnakers might be tempted to leave their pole fitting height alone. The old "standard" height was about 760mm from the boom band. In this position, the outboard end tends to droop down below horizontal slightly with the LLS spinnaker flying correctly. Moreover, the higher pole fitting retains the downhaul (foreguy) geometry, and this prevents the pole from "bouncing" excessively. Recently, sailors in the US, France, and Australia have been mounting their pole fittings at about 560-610mm above the boom band. The advantage to this is that the pole remains horizontal when the spinnaker is flying, and lower poles take less time to deploy whether you're using a Spiro fitting or a trolley system. Another advantage to a lower pole fitting it the compression on the mast causes less inversion since the force acts closer to the gooseneck. On the downside, lower Spiro fittings cause the launcher line to wrap around the mast at an angle that increases friction. It should be noted that people have been using lower Spiro fittings for years, so this is not a big concern. Lower pole fittings also upset the geometry for pole storage and the foreguy tends to pull back on the pole more rather than down. However, there are solutions.

Topping Lift – The stowage geometry of a lower pole fitting can be helped by simply relocating your topping lift sheave just below the jib halyard sheave. The easiest way of doing this is to simply attach an eyemount (P-strap) to the lower screw or pop-rivet of the jib halyard sheave. Place a small swivel on the eyemount and run the topping lift to this new location externally from the original sheave hole. Some teams simply dead-end their topping lift at the eyemount because they rarely adjust it anyway. You can also improve the geometry of the topping lift by moving the eyestrap on the pole further aft. There are a couple of ways to have the pole raised by shock cord so that it stores alongside the boom. Ethan Bixby suggests a simple shock cord take up system, with a ball stop shown in. The positive downhaul sets the pole position. Some people have rigged a simple shock cord system to keep the pole up when stowed. Simply tie some shock cord to your pole fitting, then tie a loop around your pole at the correct height.

Ethan Bixby's Pole With Shock Cord

Foreguy – If you lower the pole fitting, you might also want to consider re-rigging the foreguy. Many 505s have a foreguy system that runs up the partner and through a block on top of the ram track so it doesn't interfere with the ram strut. These are fixed-length systems with shock cord and positive stops so the pole doesn't sky. Re-rigging the foreguy to exit on the deck just in front of the partner is a good option for lower poles because it increases the downward tension that keeps the pole from bouncing. You will have some minor interference with the ram strut. Another option is to run the foreguy to a small block mounted on the ram strut itself. The downside to this is that the

foreguy will then tend to pull the pole forward a little when it's stowed, but sufficient pole launcher retractor shock cord tension should prevent this.

Twings – Some people advocate moving the twings forward a few inches to assist in keeping the pole from bouncing. This modification does require more holes in the side of the boat and some additional re-rigging to your twing system. Moving the twings too far forward can result in the crew having a difficult time reaching the guy to pump it downwind, so be careful.

Spinnaker Lead Blocks – Depending on the height of your spinnaker sheave and the reaching angles, moving the lead blocks forward might be beneficial. There is little data on this modification at this time.

Retrieval Patch Location – For those people with Waterat hulls, Barney Harris suggests relocating the retrieval patch to a location 9'4" (2845mm) from each clew. This results in the sheet and guy becoming snug just as the patch reaches the aft thwart when doused. The head is only an inch or two inside the bow launcher, so there is about two feet less travel in the halyard making for quicker maneuvers. This arrangement also removes the need for spinnaker clean-up cleats. The downside is that the head of the spinnaker may blow out of the launcher tube.

INSTANT LLS

Modifying your current rig for the LLS is indeed quick and easy. Ethan Bixby prescribes the following procedure for a basic modification.

1) Remove the spinnaker halyard sheave box.
2) Locate the new sheave location. Assuming your spinnaker location was legal, we recommend that you move the sheave up 30 inches. This will place it about 3 inches below the maximum.
3) You have two easy options regarding the new sheave.
   a) I just cut a new hole and installed the existing sheave box at 30 inches above the old location. Use a piece of wire to fish through the halyard, and feed in through the sheave and mount the sheave.
   b) You can also attach an eye strap with a suitable turning block at the same location, attached with pop rivets or short self-tapping screws. The halyard is external to the mast from the old sheave block hole up to the new turning block. Clean up the old exit hole with a fine file to prevent chafe on the halyard.
4) The halyard will need to be lengthened. Splice or whip an additional 5 feet of halyard at the downhaul end, or purchase a new halyard at about 65 feet. The length should be set to about 12 inches short of touching the ends together. For bag boats, contact Ethan@sales.northsails.com for the recommended halyard arrangement.
5) We recommend lowering the Spiro fitting or D-ring fitting for the spinnaker pole to a position about 24 inches above the boom band.
6) Check your dousing sock and see if it is long enough, and large enough at the back end. You do not want it to come out the back of the sock, as it then tends to get stuck. The distance from the head to the dousing patch is now about 11'2". You can check your boat with a tape measure down the launcher. On a Waterat, if the sock can come to the back thwart you will be fine, but minimally it needs to extend to about halfway between the main cam and the thwart.

Ethan further suggests that use of a ram pre-bender might be more important with the LLS because of increased compression and tendency to invert. Others have suggested that using more vang will help keep the upper section from assuming an undesirable bend.

TANK TALK LLS RECOMMENDATIONS

Based on many conversations we've had with the best 505 sailors in the world, *Tank Talk* is offering these recommendations for rigging the LLS:

1. Basic LLS Conversion – Starting with your current mast, relocate your spinnaker sheave (or mount a block) to near maximum depending on your comfort level and prevailing sailing conditions. Lower your pole fitting to 610-660mm above the black band. Be careful that your new holes won't be too close to your old ones. Raise your topping lift as prescribed. Convert a good 5 meter spinnaker to a 6 meter spinnaker. Go sailing.
2. Intermediate LLS Conversion – Same as basic, but consider going to 610mm on the pole fitting. Re-rig your foreguy to the pass through a block on your strut to help keep the pole from bouncing. If you are modifying a D and frequently sail in a lot of wind, consider rigging the Tuttle System, Trap Line Twings, or Floppy Spreaders for greater mast support. Buy a new LLS. Go sailing.
3. Advanced LLS Conversion – Start with a new mast section, and pay close attention to minimizing the number of holes you drill in it. Use the same rigging as intermediate, but consider adding an adjustable foreguy so that you can control the height of the pole more effectively. Used a fixed-length topping lift with the shock cord take-up system. Move the foreguy to the existing topping lift cleat with a shock cord take-up system. If you are rigging a stiffer mast section, like the Cumulus, Epsilon, Stratus, Antares, or M2, rig the mast without extra rigging (*Ed – all disclaimers apply here*). Buy a new LLS and go sailing.

Regardless of the upgrade you decide to use, make certain that your standing and running rigging can handle the added stress. Inspect your shrouds, forestay, and related tackle to ensure you won't have an unexpected failure.

More long luff spinnaker information
http://www.int505.org/big-spin.htm

FLORIDA MIDWINTERS

St. Petersburg SC/ February 8-10
Light to Moderate winds

PLACE / TEAM		POINTS
1	Ethan Bixby/Hans Birkholtz	7
2	A. Meller/H. Hirsch&S. Sparkman	9
3	Barney Harris/Clayton James	11
4	Henry Amthor/Douglas Amthor	15
5	G. Macy Nelson/Jesse Falsone	19
6	Sterg Papadakis/Mike Albert	23
7	Dustin Romey/Kevin Mehaffey	24
8	Arthur Anosov/Sol Marini	25
9	Bill Heintz/Laura Seuschek	25
10	Rene de la Rie/Monty Schumpert	27
11	Chuck Millican/Jim Campbell	29
12	Ted Ferrarone/JB Ferrarone	31
13	Katherine Long/Stephen Long	34
14	Carola Cooper/Doug DeCouto	42
15	Rob Shewan/Kathleen Shewan	45
16	Fred Liesegang/Dave Anderson	48
17	Dave Seiple/T. Prudew	48

CHAR DOYLE

Florida Midwinters

SCYA MIDWINTERS

ABYC /February 16-17
Light winds

PLACE / TEAM		POINTS
1	Howard Hamlin/Mike Martin	9
2	Dan Thompson/Andy Zinn	12
3	A. Beeckman/B. Benjamin	16
4	Bill Jenkins/Dan Merino	28
5	Than Lieb/Rob Waterman	29
6	Brad Wheeler/???	45
7	Dave Chatham/???	46
8	Bailey White/????	43
9	A. Ross/M. Engebretsen	56
10	P. VonGrey/Dave Emigh	59
11	Guy /Jean Girari	66
12	Allen Staley/Mark Wiltz	66

ST. FRANCES SPRING DINGHY

St. Francis Y.C. / March 9-10
Light to Moderate winds

PLACE / TEAM		POINTS
1	Bruce Edwards/Dave Shelton	12
2	Howard Hamlin/Mike Martin	14
3	A. Beeckman/B. Benjamin	14
4	Jeff Miller/Jeff Nelson	20
5	Dan Thompson/Andy Zinn	22
6	Doug Hagan/Stuart Park	28
7	Thad Lieb/Rob Waterman	29
8	Mike Holt/Jay Kuncl	30
9	Nick Adamson/Alan Norman	39
10	C. Harris Adamson/Dave Byron	40
11	Kerry Poe/Peter Tuck	48
12	Ali Meller/Larry Tuttle	51
13	Dave Chatham/Graham Schelter	61
14	Craig McMinn/Paul VonGrey	63
15	Arron Ross/???	70
16	Brad Wheeler/???	72
17	Allan Staley/Athmann&McMinn	83
18	Steve Anderes/???	92

SAN DIEGO NOOD

San Diego YC /March 15-17
Moderate to Heavy winds

PLACE / TEAM		POINTS
1	Team Weasel	6
2	Kitty	11
3	Mental Floss	27
4	TGIF	28
5	Taz	29
6	Bob	40
7	Fever Pitch	40

MARK ANGLISS

Fleet 36 self-hosts a day of 6 to 8 short course races early in the season to thaw skills frozen over the winter

Put it in Print!

Got an idea? An opinion that everyone is entitled to? Tactical or rigging tip?

Submit it to Tank Talk

SPRING 2002 WEST COAST

Dan Strellis

The 2002 sailing season is gearing up to be a busy one for the West Coast 505s. With the PCCs and the Canadians in the Pacific Northwest in July and the NAs in Los Angeles in August, take some time to grease your trailer wheel bearings. It is time to travel to some awesome summer regattas. Nick Adamson has done a massive amount of work to get this season's schedule organized. In addition to contacting representatives from all the yacht clubs we support on the West Coast, he has also set up several tuning sessions in San Francisco. With input from other fleet members, he has developed a High Point Series to distinguish the Region V champion. This series described below will also be used to determine which West Coast teams will be going to the worlds.

Region V Season Championship - High Point Series:

1. Best 6 out of 8 regattas
2. Drop only 1 result for each region
3. High Point scoring for series (20 boat fleet: 1st = 20 points, 20th = 1 point, DNC=0 points)
4. Highest total points wins, 2nd highest total is second, etc.

Complete Schedule:

Jan. 6: RYC Midwinters
Feb. 2-3: NorCal Tuning Day and RYC Midwinters
Feb. 16-17: ABYC Midwinters
Mar. 2-3: NorCal Tuning Weekend, StFYC
Mar. 9-10: StFYC Spring Dinghy (NoCal Qual.1)
Mar. 15-17: SDYC NOOD
Apr. 6-7: RYC Big Dinghy (**)
Apr. 13-14: SCYC Spring Invite (NoCal Qual. 2)
May 18-19: TISC Spring Invite (NoCal Qual. 3)
May 25-26: ABYC Memorial Day (SoCal Qual. 1)
June 8: RYC Delta Ditch Run (**)
Jun. 22-23: MBYC Invite (SoCal Qual. 2)
Jun. 29-30: SCYC Summer Invite
Jul. 13-14: Gorge PCCs (NoCal Qual. 4)
Jul. 20-21: Squamish Canadian's
Aug. 10-11: CBYC Pre-NAs (SoCal Qual. 3)
Aug. 14-17: CBYC NAs (SoCal Qual. 4)
Aug. 31-Sept. 1: ABYC Labor Day
Sept. 21-22: TISC Tuning Weekend
Sept. 28-29: RYC Totally Dinghy (**)
Oct. 12-13: SCYC Fall Open
Oct. 26-27: StFYC Fall Dinghy (**)
Oct. 26: ABYC Halloween (**)
Nov. 16-17: ABYC Turkey Day (**)
Dec. 4-6: Pre-World's
Dec. 8-14: World's
** - Attendance determined by local fleet

At the time of print, one High Point Series regatta has been sailed. Bruce and Dave won the Spring Dinghy regatta at St. Francis and lead the series ranking with 18 points. The next Series regatta is in Santa Cruz the second weekend in April.

Information on the current series ranking and updates on the World container will be posted on the West Coast list server at www.SailPix.com. If you want to subscribe to the list and get all the current information, send an email from the email address you want to sign up with to: 505west-request@SailPix.com. In the body (not the subject line) of the email, type the following exactly (there is a space between "subscribe" and "505west", no spaces in 505west): subscribe 505west

In addition to the organized regattas, the West Coast boats get together regularly for tuning sessions on weekends and some weeknights. Tuning sessions are being organized out of the Treasure Island Sailing Center on Tuesday nights during the summer months. The now-famous Team Tuesday will begin practicing out of Alamitos Bay Yacht Club in Long Beach on April 9 and run until the boats are shipped to Perth. The plan is to meet at ABYC at 4 pm and get on the water by 5. Drills will start at: of course, 5:05 pm. Spontaneous practice sessions up and down the West Coast are often posted on the list server, so stay tuned.

PACIFIC NORTHWEST

Tony DeVita

The winter of 2002 was an exciting one for the 505 fleet in the Northwest. For the first time in quite a few years the sailing community in the area is a buzz with the news of the re-birth of the 505s.

We set a goal at the end of last season to maintain a regular sailing schedule throughout the entire winter and focus on being visible and active in the sailing community.

One Saturday a month we had an official day of sailing, training, or racing. While this may not seem like much…it is in the 30's many days in Dec thru Feb. On average we had 6 to 10 boats out with a high of 11. A nice turnout considering the weather and that most of the boats were local due to the short sailing day.

There are at least five new boats (VanMunster, Rondar) in the fleet just in Seattle, with a few more in other parts of the region. Turnout is expected to be 19 to 22 boats for our spring regattas.

Some of you may have heard of some pretty high powered competitors in Seattle ordering and or sailing 50h's again. I can say the rumors are true.

The Corinthian YC has long held it's one design dinghy series on Puget Sound without 505s represented. Thanks to the growth of the fleet and our activities over winter, we are back in the show.

A few of us spent a weekend at the CYC open house and answered a lot of questions about our favorite boat. We ended the day with a long list of folks wanting to go for a ride. A "meet the fleet" day is scheduled for late April.

Peter and Kerry along with others in the southern part of the region are working hard to assure that the PCC's are a memorable event at Columbia River Gorge. Hope you can make it. How's the wind? Spectacular! Just ask any sailboarder in the world.

We are looking forward to a great season that will really bring the 505 to the forefront again in the NW.

The 2002 Schedule

April 20-21	Spring Free - Oak Harbor
May 18-19	SOCKS - Seattle YC
June 1-2	Jericho Classic - Vancouver, BC
June	Astoria or Gorge regatta
July 13-14	PCC's - Gorge
July 21-22	Canadian Champs - Squamish
Aug	Astoria or Gorge regatta
Aug 14-17	North Americans - SoCal
Sept	Fall Fling - Oak Harbor
Oct 12-13	Fleet Championships - Seattle
Nov 23-24	Turkey Bowl - Seattle
Dec 2-14	Worlds - Perth, Australia

ROCKIES

Mark Angliss

Despite some very raw weather, Fleet 36 members are busy behind shop doors working on their winter projects. The new Oklahoma City fleet has also been active in their shops fixing up some recently purchased older 505s in preparation for their first season.

The Fleet 36 Super Bowl Party brought members together this winter to discuss the season. We set our local points racing calendar, discussed pre-season activities and selected officers whilst munching on traditional game fare. Our racing calendar was filled with venues where we felt the sailing would be good and the potential existed to recruit new members. The Fleet 36 scoring system which ranks individual sailors rather than boats will be used again. We have found this system to equitably score all members. For local competition, all one needs to do is pay the $10.00 membership dues and compete in the races. This provides a painless way to become active in the 505 class without having to initially make an investment in a boat. Of regional interest, Kem King and Mark Angliss have traded class offices. Kem is the 2002 Fleet 36 Captain & yours truly is the Region IV Coordinator.

We will again have our pre-season off-the water events to bring everyone up-to-snuff. April 21 & 22 will be "Fix Your-Boat Weekend". Expertise (and opinions) will be shared as participants help each other with minor repairs and rigging changes. This year, at least 2 boats will be upgraded to carry LLS's converted from chickens by North Gulf Coast. May 5 & 6 is a calibration weekend where we will again gather to measure rigs, apply cal stickers and make any necessary rig changes with May 18 our first official racing event. Following last year's Timberline Regatta success, we will again host our own with courses set specifically for 505s and 6 to 8 short races during the day.

June 14 –16 is one of the highlights as we make the 3-hour trek to Lake McConehy (Big Mac) in Nebraska for a coaching weekend with American Section President, Jesse Falsone. This year, members of the new Oklahoma fleet will also be joining us.

With the potential for 10 boats and some extra crews, there is high promise of some great sailing and much to be learned. As three teams from Fleet 36 are planning to attend the North American Championships, the time between June and August will be spent refining boat handling skills and working on boat speed.

Yet, until the lakes thaw, time is spent on other projects ranging from minor rigging tweaks to major hull surgery. After last year's full restoration, Parker/Lindsay 6136 will be retrofitted with a fully adjustable rig. Parker 24 7792 is shedding its shroud levers in favor of a fully adjustable rig as well. Two new mast rigging projects are on-going on Waterat 8014 & Parker/Lindsay 5859, both to carry the LLS. Kyrwood 7613 continues it's renegade under-deck lever system a one-liner rapidly controling mast rake even under full tension! Somewhere along the line, Ballenger 7204 will have its new transom and rear section spliced in. After being T-boned by a Buccaneer, some Fleet 36 members are helping to rebuild Parker 3827 as a fleet boat. Since it was necessary to remove the deck to fix the large holes in the port tank and hull, the old Parker is also being lightened and stiffened to carry higher rig tension. This will be used as a loaner if non-owner members want to race, or as a spare if someone's boat is damaged. Since the boat will be simply rigged, it will also provide as a loaner/trainer for those interested in the class to trial sail without being confused by a more advanced rig.

Another ambitious project was undertaken by the Oklahoma fleet restoring Ballenger 6592. Some of us here in Colorado looked at the boat when it was for sale. A lot of work was needed to bring it back to race-worthy condition. From what I've seen recently, it looks like it will be a serious contender as a fleet racer. Added to the list is the sundry assortment of foil repairs, rigging changes and minor repairs.

..... Hmmmm. Perhaps the first on-the-water events are not that far away after all.

NEW ENGLAND

Tim Collins

Spring is Here!!!

The New England Region has a great season all lined up.

Container plans are in the works for both the west coast North Americans and the Worlds later in the year in Perth. The local marquee event, ECC's, will take place in mid-July in Hyannis, site of the 1998 Worlds. In addition the local mainstay events, Bristol, Hyannis, New Bedford, the class is returning to Larchmont YC in the Fall for the New England Championships.

Recruit days planned

In an effort to tap into depth of the college talent locally, there are several Recruiting days scheduled this Spring. For more information, contact Ted Ferrarone at ferrarone@northcap.com

New boats scheduled to arrive in May

Four new Rondar 505's are due to arrive in Bristol, RI in May for fitting out at Guck, Inc. All four boats will be joining the New England Region.

New Region email list and discussion board

The new email list server was created this past month to facilitate regional discussions and regatta announcements, etc. To subscribe send and email to NE505-subscribe@topica.com

Macy Nelson and Jesse Falsone

MIDWEST

Stephen Long

It's April! It's snowing! and it's time to go sailing! Well, almost, anyways. Graham and the gang are hosting the traditional season opener next month (May 11 &12), the Annual Mother's Day Columbus Regatta (the only free sailing event I've ever heard of). Big turn-out is guaranteed as Hoover is home port to the Midwest's biggest fleet, unless we all get invited to Geoff Cashman's wedding which last we heard was scheduled for then. (Geoff? Please don't schedule any more major life events during sailing season.) Next up (May 25 & 26) is the international extravaganza, hosted by Adam and Renka in lovely Windsor, Ontario (great camping! great exchange rates! great casino!) across the river from lovely Detroit. Come sail against Canada's finest: this is a super event!

Lake Michigan championship series is taking shape, half at Chicago Montrose harbor, July 6 & 7 (new dates for the Hobelman), and Ki is finalizing the other half up a few miles off the beach in Lake Forest, an opportunity to have great racing and be seen by a large group of frustrated big boat sailors who might join our growing 505 herd. Expect more big lake sailing throughout the summer on lakes Erie and Michigan- great lakes! great times!

STEPHEN LONG

Graham Alexander and Mark Koenig, our midwest reigning champions at Fall Sandusky.

Faster, Higher, Stronger in the 505

By Nick Adamson

As is the case with the majority of our class, I have always been motivated by competition. The tougher the better, and the harder the fight the sweeter the victory (and the more motivating the loss). This ideology has attracted me to classes where competition is strong - Lasers as a youth, collegiate sailing, the Olympics, and now the International 505.

I began my Olympic campaign in the Laser class shortly after graduating from college in 1992. Aside from the fact that it was a good excuse to put off a real job for another 4 years, I felt my background in the boat from youth and collegiate sailing gave me a good chance to vie for the US berth. I also felt that the Laser was (and still is) the ideal first time Olympic class–it's cheap compared to other Olympic classes!

After a few regattas with varying degrees of success in the US, I traveled to my first international Laser competition–the 1993 Worlds in Auckland, New Zealand. The US contingent that attended the event went there with dreams of kicking ass and taking names. We might have held our own in the bar, but we got *our* asses kicked on the water. We were out-hiked on the upwind legs and out-finessed on the downwind legs. By the end of the regatta, it was very apparent that we all had a long way to go to be competitive in the international arena. Many of the countries that did well, especially New Zealand, had organized teams that trained together regularly. Through training, sharing information, and competing against one another, the entire team made a big move toward the top of the fleet. This event also marked the beginning of the fitness and downwind revolution in Lasers. Citius, Altius, Fortius (the Olympic motto) applied pretty well to the direction the class was moving!

Upon returning to the US, I began focusing on the two things that seemed like the biggest contributors to success: fitness and technique. My fitness regimen included a mixture of sailing, lifting, and cycling. It was pretty amazing how quickly I went from being very uncompetitive in the breeze to being right in the mix (at least in the US) by training regularly. I can honestly say I have never been

much of a gym rat but I am convinced that fitness is the one and only thing you can control on the water. You can't make a puff appear or a shift go your way, buy you sure as hell can crush someone in a straight line if you are hiking harder. In terms of technique, I decided early on that I was going to focus heavily on downwind fundamentals because the new Olympic courses were trapezoids and consisted of 2 beats, 2 reaches, and 2 runs. This downwind focus allowed me to become acutely aware of the relationship between waves, wind angle, and apparent wind and the importance of transitioning smoothly from different points of sail. I really think that focus was the key to winning the US Trials and I'm sure those people who competed at the event would agree.

Each year of the campaign had a similar pattern; extensive racing and training across the US, traveling to Europe during a few months of the summer, and competing at the Laser World Championships. I guess the one thing lacking in the pattern was a real job! Luckily the costs associated with a one-person campaign in a Laser weren't too hard to cover. My funding came from coaching gigs and private donations, and this was adequate for a low budget program. Thank God for floor space and friends of friends. There were competitors that spent more time fundraising and had more money to play with, however, I think it may have distracted them from the things that mattered on the water.

When the US Trials rolled around I really wasn't sure if I had the right stuff to win the event. I felt like I was the most consistent US sailor over the course of the four-year campaign. However, I was by no means dominant. My approach was to be conservative and see how things panned out towards the halfway point of the 16-race event. In the first couple of races I sailed terrible first beats and consistently rounded the weather mark in the 20's. It was during those races that my downwind training really paid off. I was able to make big moves each offwind leg no matter how poorly I sailed upwind. This extra "gear" helped me to record a consistent set of top 10 finishes for the rest of the series. Towards the end of the event, it became a two-horse race between Andy Lovell, my primary training partner, and myself. It's amazing how much pressure you feel when the sum effort of 4 years of preparation comes down to a couple of races! This time I was lucky enough to be the last man standing when the smoke cleared.

Competing as an athlete in the Olympic Games was amazing. The Opening and Closing Ceremonies (we had two of each; one in Atlanta and one in Savannah), the Olympic Village, meeting top athletes from around the globe–it was a big time thrill! My sailing didn't go that well but I enjoyed the experience immensely. I guess one would think that it would be a big letdown to work so hard and then fail to achieve a goal of winning a medal. My view is a medal would've been icing on one hell of a sweet-ass cake. The ride alone to the games was worth the effort!

I returned home to Newport Beach following the Olympics and spent the next year working for Ullman Sails. It was during that time that I was approached by Howard Hamlin and Mike Martin to come sail the 505. They did a great job of introducing me to the boat and then hooking me up with Bruce Tilley, a crew/owner looking for a driver. The rest is history.

The road that lead me to the 505 class is regularly traveled by many up and coming young sailors. They have the experience and skill set to compete, and can contribute to making our class better. I urge all of you to pro-actively recruit from this pool of sailors. It doesn't take much convincing to get them in the boat and we will all benefit from their participation. 505

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A Tempting Offer?

By Jesse Falsone

Recently I was struck by the comments of an American sailor posting to the ISAF forum in response to ISAF President Paul Henderson's prescriptions for future Olympic classes. This sailor submitted that the International Tempest be re-instated as an Olympic Class, listing a few valid reasons to substantiate his claim. The Tempest was a one-hit wonder in the Olympics, replacing the Star for one Summer Games in the 70's. The reported virtues of the Tempest aside, it was shocking to me that an American sailor would make such claim when this class reportedly has but one remaining fleet in the US (that fleet happens to be at my home club). I had no way of checking this fact quickly since both the US and International Tempest web pages are not available anymore.

I'm not going to berate the Tempest, but I would like to use this person's post as an example. Why would someone advocate a dying, out-moded class to be re-instated at the Olympic level? The Tempest could be the best all-round boat on the planet and it wouldn't matter as far as I'm concerned. Ultimately, what matters for an international class is international class strength. Class strength is a function of many factors too numerous to name completely, but you know what they are; design, cost, durability, supply, competition, information, local support, etc. The 505 has all of these traits in abundance. However, I submit that what ultimately weakens great classes is a lack of consistent leadership. I bet with some digging, we could find evidence that the Tempest ran into some leadership problems along the way. Are their leadership problems in the Star—a yardstick association that we often like to compare ourselves with? I bet not.

As American Section President, I felt an obligation to step in as *Tank Talk* Editor for this issue. Don't get me wrong—I LOVE editing *Tank Talk*! This is a great job because you learn so much about the boat, the people, and yourself. You get to actually produce something of tangible and lasting value, and you get to put your own stamp on it (great for egotists like myself). If I had my way, I'd do this for a long time. However, I can't have my own way, and it's time I step aside both as Editor and as American Section President. I've made attempts at finding a replacement for both positions by posting messages to the email list, in past issues of *Tank Talk*, and by explicitly asking individuals. No takers.

If you think this was a great issue, consider putting your own stamp on this class. We have a great staff of writers, editors, and art designers. If you like the fact that the American Section now has something like 270 members, consider taking the reins as president for a term and see if you can help us break 300. The late Stanley Bell was once asked why his Interclub frostbite fleet remained so strong for 60 years. Stanley replied that the success of the fleet was "all about passing it on", referring to the traditions, the enjoyment, and the leadership. I leave you a great magazine and a healthy membership. Who will follow in my footsteps? Let's avoid this leadership tempest.

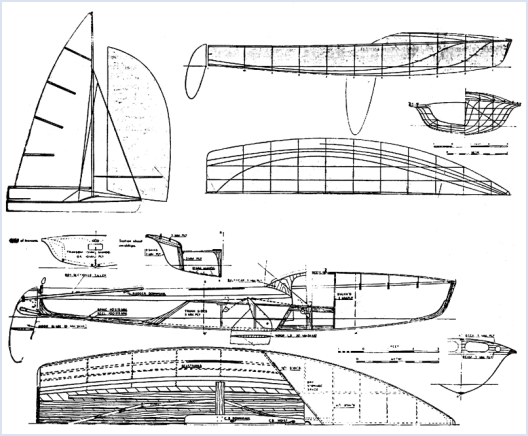
Okay, Okay, Okay!

Alright already! I'll stop doing the 505 stuff and take out the garbage!

BackTime

Yachting Magazine correspondents were impressed by the performance of "The new European 5-0-5 Class" as it put in it's first American appearance at the One-of-a-Kind series in 1954 with Eric Olsen and Glen Foster sailing it. Described as combining "some of the features of a 14-foot International dinghy, a French Caneton...and, apparently, a flying machine. She outsailed everything of her size and a lot of bigger boats both boat-for-boat and on corrected time..." The molded plywood hull is "rigged with all the latest gadgets" and the flared topsides "provide the skipper and crew with a comfortable seat". In a good blow the crew gets to "stand out on this rail in a 'trapeze', in effect a boatswain chair on a rope hung from high up...painlessly." George O'Day was the American agent for the Fairey Marine, Ltd. built boats.

Bavier, Robert N., Jr. 5-0-5, A Remarkable Racing Machine. *Yachting*. 1954:48.



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5-0-5 at the 1954 One-Of-A-Kind Series

TANK TALK

The Magazine of the 505 Cass American Section

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