

\$4.50

Spring 2003

TANK TALK

THE MAGAZINE OF THE 5₀₅ CLASS, AMERICAN SECTION

Winning Isn't Everything

An Interview
with the Swedes—
Krister Bergström and
Thomas Moss

IN THIS ISSUE

Upwind Pacing

Bergström and Moss Interview

Hydration on the Water

Resurrection Stories

Carbon Mast Debate

AUSSIES IN ACTION

**Give your 505
the Ullman Sails
Speed Advantage!**



Ullman Sails

410 - 29th Street
Newport Beach, CA 92663 USA
Phone 949/675-6970
Fax 949/675-6276
Email ullman@ullmansails.com

Championship Winning Boatwork

by Peter Alarie, Lars Guck, and Prescott Cronin

**Custom Foils,
Expert Repairs,
Fairing,
and Rigging**



GUCK, INC

275 Franklin Street
Bristol, RI 02809
401 254-5090
401 254-5092 fax
www.guckinc.com

email: peter @ guckinc.com

TANK TALK

The Magazine of the 505 Class
American Section

CLASS PRESIDENT

Aaron Ross
american505@driveworks.com

VICE PRESIDENT

Ted Ferrarone
ejf339@att.net

SECRETARY/TREASURER

Fred Liesegang
fred4936@yahoo.com

MEASURER

Macy Nelson
MacyAnn@aol.com

TANKTALK EDITOR

Bailey White
baileyw2@yahoo.com

ASSOCIATE EDITOR

Jesse Falsone
jfalsone@csc.com

WEST COAST EDITOR

Dan Strellis
strellis@yahoo.com

ADVERTISING

Ted Ferrarone
ejf339@att.net

ART DIRECTOR

Sue Athmann
sathmann@gte.net

CONTRIBUTORS

Ethan Bixby, Peter Alarie,
Ali Meller, Kristin Strellis,
Barney Harris, Mike Martin,
Mark Angliss

To advertise in TANK TALK
contact Ted Ferrarone at
ejf339@att.net

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

Message from the President

Get Stoked!

That's what they're saying in Santa Cruz. The 2003 season has started, the months of waiting to sail again are over. Over the winter, 14 American teams attended the 2002 Worlds in Fremantle, Australia. Four teams placed in the top ten. Not too shabby.

In Fremantle, we confirmed that the 2004 505 Worlds will be hosted by the Santa Cruz Yacht Club in August of next year. Please use me as a liaison between the class and the regatta committee. I have already received several great suggestions on items ranging from container storage to condo rentals. Now is the time to add your two cents.

In the near future, boat owners who are paid members of the American Section will receive postal ballots for the Carbon Spar Proposal. Please take the time to make an informed decision based upon not only what is convenient for you in the immediate future, but also upon what will be best for the long term health of the 505 worldwide. Personally, I am still undecided.

And speaking of paid members, in the very near future you will be able to renew your annual membership online. Of course, you can always mail a check to Fred. That works too.

Enjoy the upcoming season, and start planning for the Worlds in August 2004. Come to Santa Cruz, and as the locals say, "Get Some."

Aaron

Aaron Ross

President, American Section
american505@driveworks.com

Editor's Note

I'm filling in for Bailey at the Editor's Desk for this issue as he reconstitutes his life after a major relocation to the East Coast. Once again, we've tracked down the best stories, articles, news bits, and interviews from the 505 sailing universe. Sue has done a superb job compiling the issue and making it look professional. I'd like to thank the photographers who have graciously donated sailing shots from the Fremantle Worlds for this issue. Please see their advertisements in the following pages. If you were at the worlds, chances are these photographers captured fantastic images of you, so don't hesitate to place an order. As always, we rely on the membership for content, and we are always looking for fresh ideas, great photos, and to augment our volunteer staff. Contribute to the class by contributing to *Tank*



Blast Into the Future!



**With a new North Long Luff
spinnaker and new 3DL mainsail!**

Also offering spinnaker conversions
and instructions

New updated tuning guides

Your 505 Source

North Sails

1320 20th Street, N.
St. Petersburg, FL 33713
727-898-1123
ethan@sales.northsails.com



WATERAT
SAILING EQUIPMENT

505

Boats, Foils & Gear
Quality & Performance

- Standard & specialty hardware ▪
- custom 505 parts ▪
- custom composites ▪



Waterat Sailing Equipment
1041-c 17th Ave. P.O.Box 2790
Santa Cruz, CA 95062 USA
831-462-5745 FAX 831-462-5357
e-mail larry@waterat.com

What is the Optimum Age for 505 Racing?

Marcel Buffet was already 32 when the Caneton 505 was introduced in 1954. The rapid growth of the 505 attracted many top sailors who contested the world championship starting in 1956. Marcel was one of these sailors, and with crew, P. Wolff, he won the 1959 and 1960 505 World Championship at ages 37 and 38. Buffet even dates the younger Paul Elvström, who won the 1957 & 1958 world titles with P. Poullain.

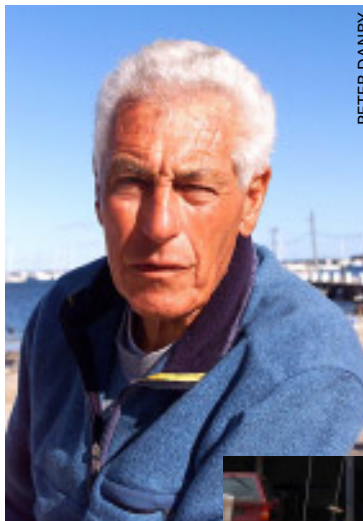
In the 1960s, Marcel occasionally raced 505s in Sweden and Germany. Pelle Båth, long-time Swedish 505 racer and past European 505 Champion, recalls:

"When ...[I] first met Marcel at Kiel Week 1965 [Marcel was 43 in '65] no one in Sweden older than 25 years of age sailed a dinghy. When we first set eyes at 'this old man' we could not believe our eyes - how does he cope.....?"

Now some 35 years later, WE youngsters have all stopped sailing 505s a long time ago, but Marcel is still racing! Makes you think that age has nothing to do with it, does it not?"

I remember a race in the 1995 World Championship in Mounts Bay where Marcel (at age 73) was second, behind Peter Colclough and son, at the first weather mark. I recall Marcel sailing high and fast after gating early in the last race of the 1996 World Championship and forcing many competitors to tack away for clear air.

But Marcel is not just remarkable for having won two 505 World Championships or for racing 505s into his 80th year. He is also renowned for his sportsman-like conduct and winning through fair sailing, hard work, and a determination to be the best sailor he could. This was aptly pointed out by Jan Eppers at Marcel's surprise party last year. I witnessed him spending hours before



PETER DANBY

racing helping other 505 sailors. He is not just the "grand old man" of the 505 class, he is also the kind of 505 sailor we should all strive to be.

Marcel is still racing 505s at 80 years of age. What will you be doing at that age?

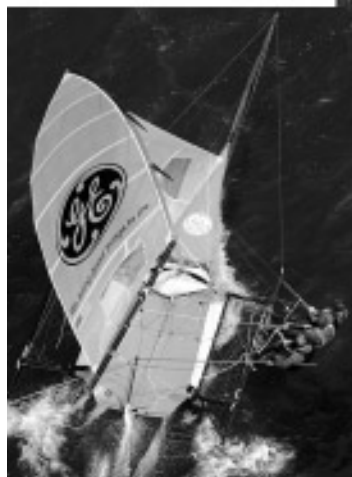
<http://www.baaths.com/505cvp.html>

<http://www.int505.org/Marcel80party.htm>



J.J. GILTINAN 18-FOOT SKIFF TROPHY IN THE UNITED STATES

Howie Hamlin, Mike Martin and Rod Howell grabbed the JJ Giltinan 18-foot skiff trophy from the hands of series leaders RMW Marine of Great Britain in the seventh race of the championships. Despite heavy weather capsizes in Sydney Harbor the General Electric sponsored team managed to come out on top with a second in the final race for a winning margin of 0.35 points.



PETER DANBY



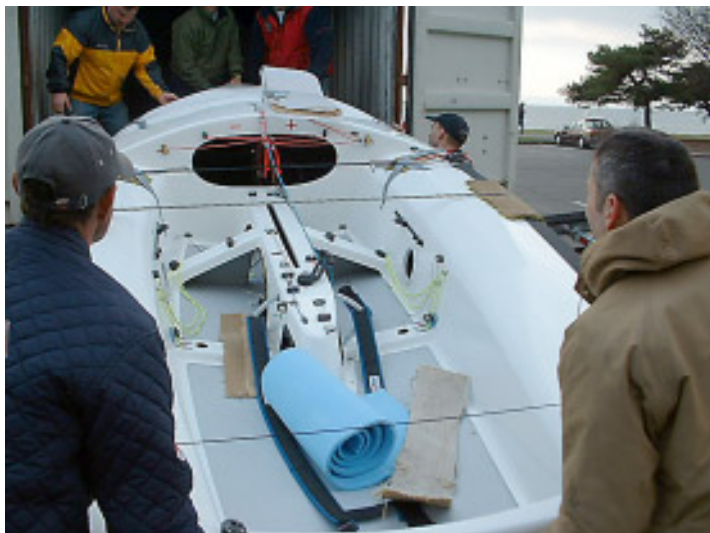
PETER DANBY

SHORT TACKS

Aussie Imports

A number of Australian-made 505s were imported into the US recently.

Fritz Lanzinger (Seattle) and Lin Robson (St. Petersburg) bought new Van Munster 505s. Fleet spark-plug, Paul VonGrey (Seattle) and Hubert Guy (Long Beach) both imported new carbon pre-preg Fremantle 505s. Brian Trainor (Vancouver, BC) and Dave Seiple (Ohio) bought used Van Munsters. A used Kulmar was also imported, and immediately sold to a sailor in Kelowna, BC. Andy Beeckman/Ben Benjamin await delivery of their new carbon pre-preg Van Munster soon.



Freo lands in Northwest destined for California

Worlds Shipping News

At press time this is where things stood:

- Ebbe Rosen has reported that it is unlikely that the Swedes will offer any container sponsorship;
- Tyler Moore, a pilot in Norfolk, has arranged a reduced rare from Norfolk. Estimated roundtrip cost is about \$5000. Packing will be 6/23 and the boats might make it back for the NA's.
- Macy thinks only 2 East Coast and 3 West Coast boats are committed to going: Nelson, Millican/Campbell, Hamlin, Beeckman/Benjamin, and Thompson/Zinn. Tyler and Peter have decided not to go.
- Hoping that Ethan and Ali will commit to going, but they haven't yet.

We need to figure out whether we can do one US container. That will require one group to ship their boats to the other coast. One idea is for the West Coast boats to ship their boats east, sail the ECCs (6/22-23) in Maryland, and pack their boats in the container. Alternatively, the East Coast boats could go to CA, but that is going the wrong direction.

—Macy Nelson

ADVANCED NOTICE

2003 North Americans

NOR and entry form is out and posted on the Web as well as sent to the USA listserv. Remember it's in Falmouth, Massachusetts, August 26-30. See www.ne505.org.

The Organizing Committee is on track for the 2003 505 North American's and it's going to be a fantastic event! The racing schedule, the social activities, and some sponsorship have all been arranged. We have contracted with Commander's Weather to guide our race committee team and make sure we race when the wind is highest. A number of fun events have been arranged for after sailing including the popular USA vs. CANADA hockey game, the Annual General Meeting, daily happy hour, and dinners. We are attempting to arrange billeting for all interested parties, but there's also a number of motels and hotels within one mile of the regatta site. Right now we are working on trophies, clothing and continuing our efforts to secure billeting and sponsorship for the event. We want to have a great turnout for this event so please put it on your schedule for this year.

Contact Geoff Hurwitch at ghurwitch@unitedfuels.com or witchcraftboats.com.

Shipping for the West Coast, round trip from Port of Oakland to Falmouth by rail in a 40-footer is \$4500. This includes \$100K of insurance, \$500 deductible with a transit time of 9 days

Get Connected

While we have over 200 members, most are subscribed to local email lists rather than the nationwide USA list. You should consider signing up for the USA list to get nationwide information.

Here is how to sign up:

Just send the following one line message:

To: majordomo@skipper.biosci.ohio-state.edu

Subject: 505usa

subscribe 505usa "Your Name" your@email.address

Wanted

BENEFACTORS

The American Section has created a "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 displayed in each issue of Tank Talk for that year, and will earn the adoration of the American Section.



UPCOMING 505 EVENTS

Starting from the right and working with the rotation: 505 Midwinters at St. Petes have come and gone at press time but if you missed them the Northeast will be at **WRSC** April 12-13, April 16-May 3 has **Bermuda Race Week** and the 17-18th of May is the **Hampton Trapeze**. While the corner is on the water; Fleet 19 has a full schedule for May, **Hoover Yacht Club** May 10-11, the Hampton Trapeze, and **SSA Spring Fling** May 24-25 or Southport Sailing Club has it's **Windsor Regatta**. Rounding out May on Memorial Day weekend is the **Larchmont Spring** regatta.

Fleet 36 looks forward to a snow-free **Hornblower** May 17&18 at Cherry Creek the first of 3 regattas on this venue and are on **Union Reservoir** the following weekend. **Big Mac** is on the list later in the summer with a coaching clinic.

California will be at the **SCYC Spring Open** April 12-13. The **Treasure Island Invite** (May 10-11) and the May 23-24th **PCC's** at Mission Bay Yacht Club will keep them busy. **SCYC** will host something every month.

Up North they're gearing for Thursday nights at **Shilshole** and the biggest one-design regatta of the year, **SOCKS**, May 17-18. **Vancouver Lake** is Memorial Day weekend and the rest of the season alternates between British Columbia, Oregon and Seattle.

For more information about these and other events go to :

www.int505.org/usa/events/regs.htm

Show Your Colors!



The American Section wants you. A membership enables you to compete in National and World events. One of the above 4-inch stickers gets mailed to you along with copies of *Tank Talk*.

Caught in the Web

Randy Watler has taken it upon himself to redesign the USA website. Despite the chore in front of him he'll take submissions: watler@quest.net

On TV

Great Britain based WaterSports World has been airing the 2002 Grolsch 505 World Championship March and April on Sky Sports. Video reportedly available soon.

WitchCraft Update

It's been a busy winter for WitchCraft Boats. We have been preparing for the construction of our first ML 505 while also undertaking repair work and other new projects. WitchCraft was inundated with orders for new equipment, and a number of keelboats and 505s are in the shop at the moment having their bottoms faired in preparation for this year's racing season. Additionally, WitchCraft is working on expansion into other new boat lines, and has been in discussions with domestic and foreign companies to be an official supplier of OEM equipment. We will be expanding our work force this spring to meet the growing demand. If you were a fan of the Lindsay hull, don't be left out! Add your name to the list of those having a new WitchCraft ML 505 built.

Boat Shows 2003 - Atlantic City

In January, the 505 Class made a return appearance to Sail Expo in Atlantic City, New Jersey. With help from Bill Heintz, John Wyles, and Ali Meller who brought up his new Rondar for us to show, we put together a simple display to show the area sailing community that we are alive, well, and thriving!

There are some observations that we made that I would like to pass on. We talked to a wide variety of people; some were even past 505 sailors, who, for whatever reason, got out of the class. I remember one in particular, who when he saw the boat, his face just lit up! He stopped by and we talked about 505s, the good times he had, and how great the fleet was. Maybe we rekindled something; I hope so.

There are always those who feel there are too many controls on these boats, and always will be. Those people we will never attract. But that is one of the great things about our sport. I'm partial to the 505 but there are all kinds of boats for all kinds of people; that's just the way it is, and probably should be. One couple in particular demonstrated this very clearly without saying a word. He came to the boat, and you could read in his face "Wow!" She came by with "Don't even think about it!" in her face. So until his divorce comes through, he won't be sailing anything cool anytime soon.

Not to say that women didn't show any interest! There were a few who seemed very interested in the boat, and I hope they pursue 505s.

Another item I thought interesting was that if all the people from New Jersey who showed interest in getting into the class actually did, we'd have another fleet! Many classes are dying out, so there is a gap to be filled, and the 505 is the boat to fill it!

So the bottom line is, did we get any new blood? Too early to say, but we did get a number of people thinking about it. Let's hope they join us!

— Fred Liesegang



West Marine

505 Racing

Your Source for 505 Gear!



*Call 1-800-BOATING for
the store nearest you or
visit us at westmarine.com*

Upwind Pacing

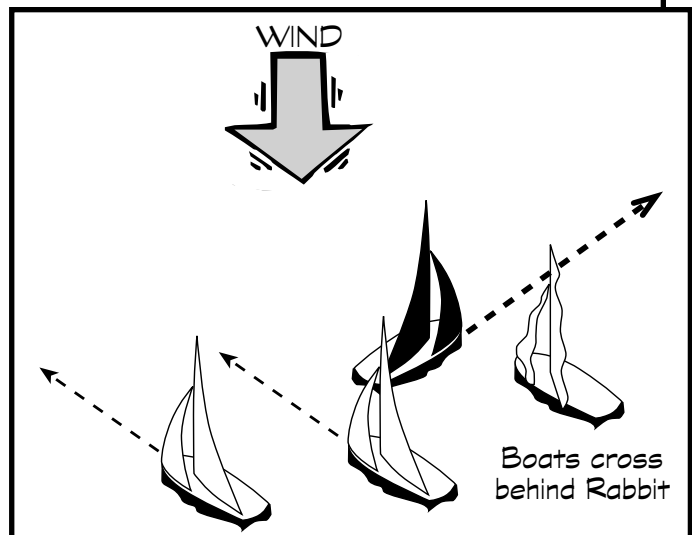
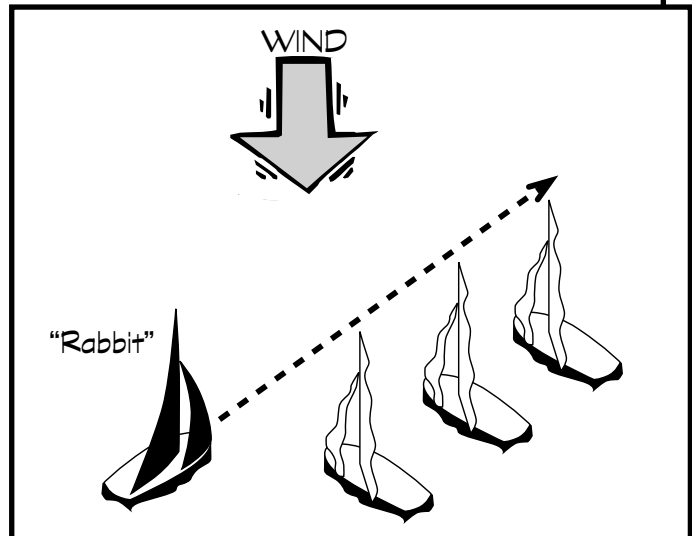
Getting More Bang for Your Buck

by Barney Harris, USA 8643

You and your crew and three other boats head out for an afternoon of midweek practice. Having had to bail out of work early and dis the family, you want to make the most of the time on the water. The wind is blowing nicely. All four boats sail into open water. After 15 minutes of gesticulating and shouting over the wind, you finally get the idea across to the other boats to sail upwind. Everyone sheets in—but one boat is not in clear air and falls rapidly behind. Another boat is pointing significantly higher than the others and becomes separated. You try to get everyone together, and after another 15 minute delay, the group is off again. Before long it becomes late in the afternoon and time to head home. The group went out with the best intentions but in reality only got about 25 cents on the dollar for the time spent. Practice is one of three essential facets in a dinghy racing program. To get the best bang for the time invested, one must not leave the shore without a good game plan. Here are some thoughts on upwind pacing exercises:

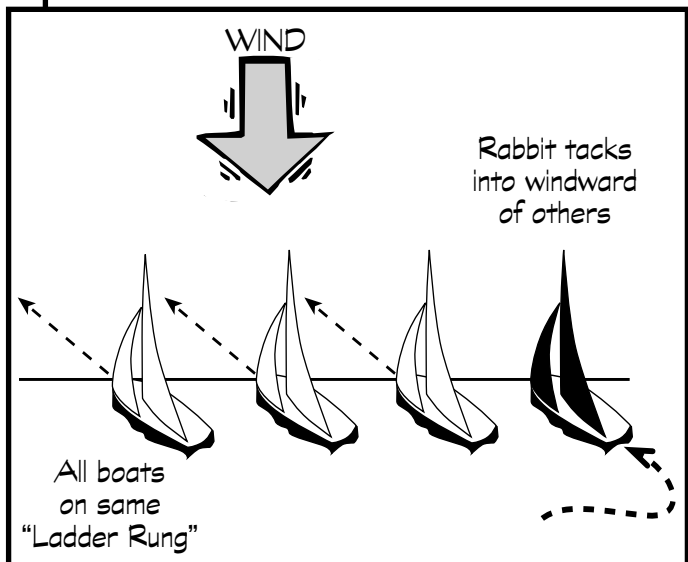
1. There is no way to shout instructions to multiple boats over the wind. It is therefore imperative that everyone knows what they will be doing before leaving the shore so no discussion on the water is required.
2. Begin in an area of open water with a long fetch to windward and steady breeze.
3. Its critical to keep the boats together. Ideally one will have all boats within a few boat lengths of one another so that an “apples to apples” comparisons can be made. If boats are separated by more than 4 or 5 boat lengths, they will be in differing wind and sea conditions, and will invalidate any results.
4. All boats must sail in clear air and water. If a boat ends up in bad air, they will go slower no matter who is driving and no one learns anything.
5. No more than four boats. More than 4 boats can only work if every boat’s skipper and crew are accomplished at this technique.

Here is the procedure: Pick one boat to be the rabbit. Set up towards the leeward side of the sailing area. When all are ready, the rabbit sails as fast as possible on close hauled on port (or starboard) tack. The other boats set up on a close hauled course on starboard tack with their sails luffing. As the rabbit sails by, the other boats sheet in and accelerate to top speed, crossing close behind the rabbit in the process.

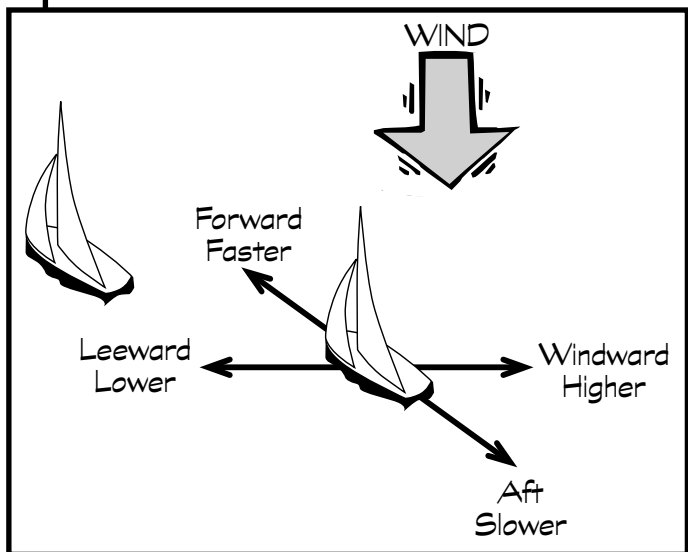


UPWIND CONTINUED

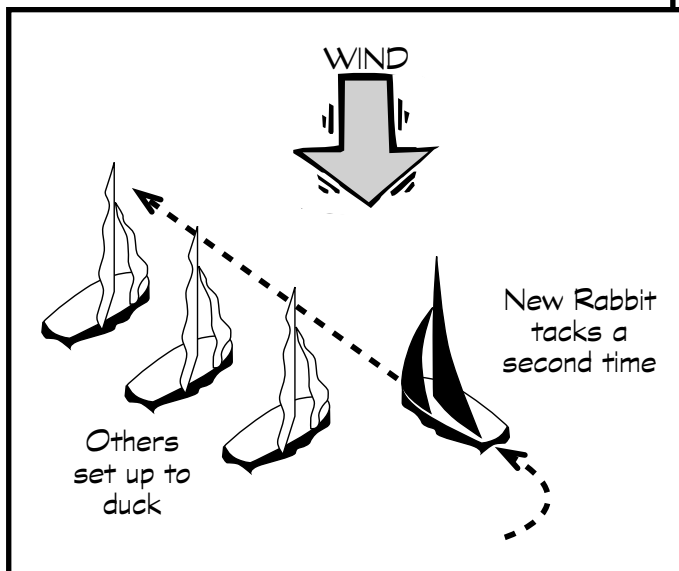
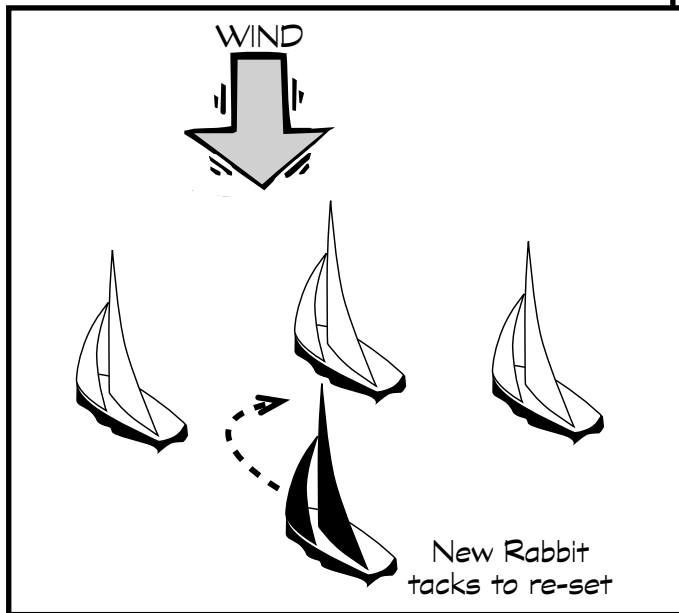
The rabbit sails for 1.5 to 2 boat lengths past the last boat and tacks. Ideally there will now be between 1.5 and 2 boat lengths between each boat, and all boats will be on close hauled, at top speed, and on the same “ladder rung.” There is enough space for each boat to sail in undisturbed air and water, yet they are close enough that all are sailing in pretty much the same conditions.



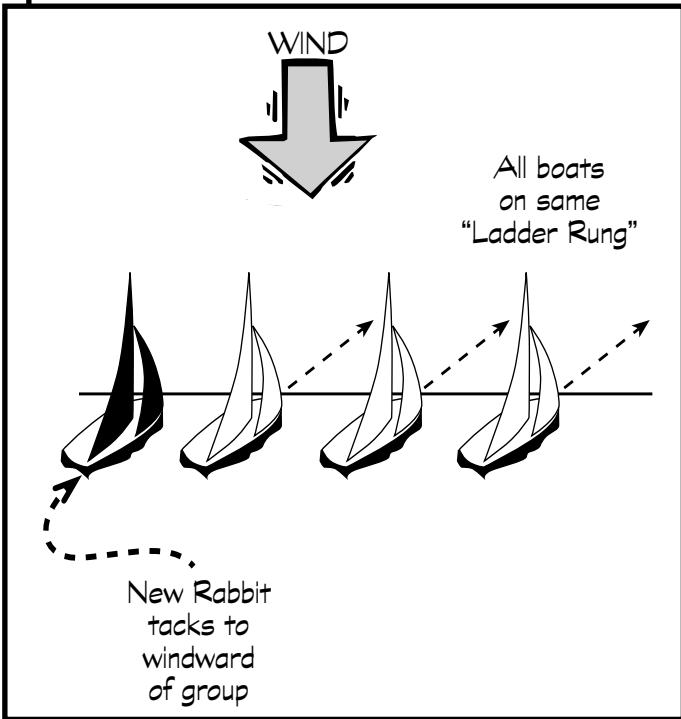
Each driver and crew must focus 100% on making the boat go as fast as possible. I will have the crew call out how each boat is doing relative to the others—I will concentrate on steering and sheeting the boat so intently that I will not want to look away for even a second. In order to communicate, the boat crew must be able to communicate the relative change in position. Generic statements such as “...we’re doing better now;” and “...they’re going faster” are meaningless and force the driver to look away from the sails to see what the crew is trying to convey. I prefer a simple coordinate system based on the longitudinal and transverse axes of the boat as depicted below.



Now when a crew says “boat ABC is climbing to windward on us” or “they are moving forward” it has some meaning. Even better is “boat XYZ has climbed 1/2 boat length” or “we have moved to bow even with boat def to leeward.” This enables the crew to look around and talk while the driver drives. Eventually one or more boats will begin to work ahead of the others, and one will fall behind. When any boat can not maintain their lane, they should tack. This is the indication to the other boats that its time to re set. The boat that tacked is now the rabbit for the others.



In this case the group had been pacing on starboard, so the rabbit must sail past all of the other boats and then tack a second time to starboard. The other boats must tack and position themselves in individual lanes and be ready to pass behind the rabbit on port. After the last boat crosses, the rabbit tacks onto port and the process repeats.



In this way the group sails more or less to windward, first on port, then on starboard, resetting as appropriate. All the boats tend to stay together. No one spends much time in disturbed air, since the boat that loses its lane is the one to initiate the reset. Most importantly, no on the water debate is required. Keep an eye on the breeze to windward and the compass heading and adjust your feedback based on the wind shifts and variations in pressure. For example, in the spring sea breezes we sometimes get on the Chesapeake Bay, the wind shifts to the right the further one gets to the western shore. This windward boat appears to climb off those to leeward while tuning on starboard. Conversely the leeward boat appears to climb on a boat to windward while on port. In practice last season we would rapidly climb away from our tuning partner, who was generally lower and faster. We would rapidly become separated when we set up to windward. It was very interesting when we set up to leeward—with us gravitating towards pointing and our partner gravitating toward footing, each of us were forced to sail away from our normal modes, a very interesting exercise.

505

Team McLube

Sail Smoother, Sail Smarter...Sailkote
www.888teammclube.com

Trapeze Harness for the World's Most Demanding Crews



Comfort while winning

Three styles:

Standard - fully padded ultimate support

Crotchless - for specific needs

Dacron - lightest weight

Special WOMEN'S model - cut for a woman's curves

Sizes: Small, Medium, Medium-Tall, Large, Extra-large and Custom

Custom All-Stainless Hook
Guaranteed Unbreakable

921 E. Charleston Rd.
Palo Alto, CA 94303
(888) 411-4787
www.spinnakershop.com



THE SPINNAKER SHOP

A Division of Precision Technical Sewing, Inc.

Proctor Masts & Rigging

Your Source for Masts, Booms,
Spinnaker Poles, Pole Launchers,
and Parts

Proctor "D" Spars are a Proven
Champion

PROCTOR MASTS & RIGGING

413 29th Street

Newport Beach, CA 92663

949 673-7817 phone

949 673-7884 fax

proctormasts@earthlink.net

www.proctormasts.com

55
WitchCraft

Introduces the WitchCraft ML

based on the
World Champion Lindsay hull shape

Prices starting at \$7,900

www.witchcraftboats.com

Witchcraft also stocks:

- Superspars M2 and Proctor Cumulus and D Masts
- Superspars B2 and Proctor 2633 Booms
- Superspars and Proctor Spinnaker Poles
- Proctor Pole Launchers
- Rapide Trolleys and Trailers

Contact Geoff Hurwitch at (401) 835-1635

Some conditions may apply. All prices are F.O.B.

WitchCraft

Bristol, Rhode Island
witchcraftboats@yahoo.com

Whatever Happened to Lanaverre #940?

by Frank Maldari

When I launch my 505 out of Salem, MA there are always a few people commenting, “What kind of boat is it? What are all those lines for? Looks fast!” Although, they don’t realize it, about 20 years ago, just up the coast in Gloucester, some of the finest 505s were built and 505 sailors were common in these waters. Unfortunately, for me, at that time I was a poor college student with barely any sailing talent and couldn’t afford a high tech epoxy Lindsay.

After years of Sunfish sailing I started looking for a used Laser and stumbled on a 505 advertised in the local paper. It sounded interesting, and being only 15 minutes away, I decided to check it out. When I got to the home of the owner and saw it I realized that this was “no Laser”. I was thrilled by the look of the boat, with its’ flared beam, narrow profile and the great elliptical opening in the transom. A small metal plaque on the bulkhead proclaimed it as Lanaverre #940. Complementing the hull shape was a beautiful wood foredeck with sky blue seat tanks on a white hull. After a quick check, I struck a deal and hauled it home on the back of my ’72 Chevy Impala.

I talked my brother into sailing it with me on a nearby lake. We soon realized how small that lake was and concluded that the only place for this boat was the ocean. I managed to keep it in a shed by Great Neck in Ipswich so that we could get it to the water quicker. Our intention was to just bang around on the weekends so we rigged it with a minimum of controls. There were no adjustable shrouds or ram, only a set of wooden blocks to adjust the bend and a lever for forestay tension. Since we were faster than most anything on the water we didn’t bother figuring out how to tune it properly. We had two settings: loose for under 10 knots and tight for anything over 15. This setup was plenty fast for our 280 lbs. combined weight.

This boat held up well, despite the constant abuse it would receive over the next few years. Who needed a dolly! We launched it powerboat style and sailed it up the beach like a Hobie Cat. Most of the time we just sailed it to Plum Island for lunch and a swim. I don’t know how thick the fiberglass was but compared to today’s 505 it was heavy and seemed to be built like a tank. However, I learned how to lighten it at a regatta, we could hardly push it up the ramp until someone suggested we drain the tanks. Dah!

I also learned woodworking on this boat. On a particularly windy day we had a spectacular crash. While righting the boat the centerboard ripped through the case, which was partially rotted. If I was ever going to sail it again I had to take out the case and reconstruct it. One particularly difficult piece to make was the base molding which attached the centerboard case to the hull. It had a complex shape to conform to the hull laterally and longitudinally. In addition this piece had a concave groove on the inside and a relief on the outside tapered to a point at the aft end. I believe this was the work of a French cabinetmaker with too much time on his hands. However, the ornamental detail gave the boat that extra bit of character. In fact the boat had a lot of wood trim that blended well with the shape of the boat. For example, the foredeck was shaped in a graceful “S” curve from the shrouds to the mast partners, the wood trim of the stern rail and the bent ends of the aft thwarts added to the builder’s sense of elegance. I refinished the foredeck and side rails and the following spring the boat looked great and we were ready to go.

We always sailed barefoot and in cutoff jeans. We were immortal after all. I remember one particularly windy day in

May we launched as usual, sailed around the tip of Plum Island gybed and immediately capsized. Darn, should have raised the centerboard! In early May the water in Essex Bay is cold!! We managed to get back to the beach, sailing right up onto the pebbles and shells, jumped out of the boat, ran up to our Chevy, started it up and turned the heat on full blast to ward off hypothermia. Thank God that Chevy had a great heater that could defrost an iceberg in minutes. Looking back, I can still see those poor sails flapping wildly in the breeze as we thawed out.

Although we had sailed Sunfishes, the 505 taught us a new meaning to the word “balance”. More than once my brother would lose his footing resulting in a wild swing to the bow, swearing at me the whole way. But the boat was fast and to us, that was all that mattered. In a strong breeze, just when we got it flying, the power the boat generated always seemed to break something, pulling a cleat out or snapping a shackle. One peculiar trait was the faster we went the more the boat hummed increasing our anxiety that something else was about to break. I later learned that this was just the hull “oil canning”. Maybe sailing onto the beach was not such a great idea. After awhile we did get our act together and could sail it reasonably well. We knew the boat was fast but we never really knew how fast until a friend saw us out in the bay and came out in his powerboat. Later we learned that he had his throttle wide open and couldn’t keep up with us on the reach back in.

After three years my brother got interested in cars and bought an MG. Needless to say his time was now occupied fixing oil leaks and keeping it running. I spent a year trying to find people to sail with and ended up teaching a lot of people how to sail. “What do you mean hike, I thought we were sailing?” I finally sold it to a guy in Maryland who glassed over the deck and continued to sail it. I went on to sailing Solings and assorted keelboats but I always remembered those carefree years banging around in #940.

The new 505 I have today may look like the one I sailed 20 years ago but it is definitely a faster and more complex boat. However, I miss those carefree days when a much less serious approach to sailing a 505 was the norm. But then again if the 505 were just any dinghy that could be mastered in few outings, I wouldn’t have returned to the class. For me, the challenge of sailing the 505 is what this boat is all about. By the way, anyone know where I can get an early 60s 505 with wood deck and sky blue tanks? ’72 Chevy Impala with a strong heater optional.





Winning Isn't Everything

**Krister Bergström and
Thomas Moss talk to
Jesse Falsone at the
2003 World Championships
in Fremantle**

Krister Bergström and Thomas Moss have been a team since 1995. Together, they have competed in 6 World Championships, never finishing worse than 5th. In 2000, they absolutely dominated the heavy air races in Durban to win the title. In 2002, they were easily the most consistent team, scoring the lowest combined total for all nine races, which was a bit unlucky since the two drops moved them down to 3rd overall. I first met the duo in Durban, and resolved to get an interview at the next opportunity. Email, which is my usual interview medium, was out of the question because I thought being face-to-face would be the only way to adequately bridge the language barrier. I was right, and the interview was fun, pleasant, and tremendously insightful.

If ever there was a legend in the 505 class, Bergström is it. He's the only five-time world champion ever in the 505, and perhaps only early retirement can keep him from eventually notching another victory. When people talk of Bergström, there's always a bit of awe in their voice, even from the likes of Howie Hamlin. "Bergström" might just as well be Swedish for ludicrous speed. The fact is that no other sailor has competed at his level in the 505 class for the last two decades (Hamlin is as close as they come). Nevertheless, I found Krister to be forthright, humorous, and not nearly as cocky as I would be if I had even one world title.

Thomas Moss remained relatively quiet during the interview, seemingly preferring to allow Krister to expound on many of the questions I posed to the both of them. His English was not quite as good, so that may have been the reason. Despite taking a back seat during the interview, Thomas was eager to entertain my questions for about 90 minutes one afternoon. It was then that I realized that the dynamic between these two has been carefully crafted, and that even the great Bergström has his frailties. Thomas, in his own way, is insightful and funny, but he obviously prefers to keep a low profile and leave the talking for race time.

Tank Talk: Krister, you're a five-time World Champion in the 505, but I've heard stories that you might have been an eight-time World Champion if it weren't for a few mishaps and close-calls. Would you care to comment on the history of your runs at the 505 world title if it isn't too painful?

Krister Bergström: It's not painful. You can turn it the other way and say we had eight goes at the World title and we have won five of them, so maybe that's not too bad. The first time I had a really good go of it was against Peter Colclough who was probably the best 505 sailor. I think it was back in 1986—the La Rochelle Worlds (France). We had three wins and one DSQ or something like that. We went into the last race with a good chance to win, but Peter Colclough managed to sail us down. We ended up second closely followed by my younger brother in third. Then we managed to win in 1987 in Helsinki (Finland) with Olle (Wenrup). Then we had a very tight race with Dean Blatchford (1984 World Champion) in 1988 which was a 4 series event and it was in the last race that we had a very bad start and in that case Dean would have won, but that start was recalled and we got a new chance. We managed to win that race, so that was even closer (Bergström won that Worlds by 0.3 point over Blatchford). Then in 1989 sailing with Anders Hallberg in Felixstowe (England) we had a good last race with Peter Colclough. We won that in the last race. He had a chance to win. We had exactly the same score I think going into the last race but we had a better drop. We managed to affect him in that last race and he was fourth or something like that.

TT: So you won again in 1989?

Bergström: Yes, we won in 1987, 1988, and 1989.

TT: OK, three times in a row.

Bergström: Yeah so we were lucky.

TT: No, you were more than lucky. There's nothing lucky about this don't you think?

Bergström: (Laughs) No, you have to have luck as well. But, of course you make your own luck. But coming back to the point, though we had 4 championship titles back in 1995 in Mounts Bay. That was also a

championship with a 4 or 5 race series. Bill Masterman beat us with 0.3 points in the old calculation system. In the last race we came from behind and were very close to beating Hamlin and Martin, and we didn't know who crossed ahead at the finish. The committee had the Americans this much (holds finger apart a few inches) ahead of us. (laughs again) If we had just this much more going forward we might have had another championship, but we didn't.

TT: Is that bad luck?

Bergström: No, we sailed badly on the run in that race I remember and we lost a few boats, and I think we sailed badly on a beat and lost a few boats. Good luck and bad luck runs out even in the long term I think. Then I sailed with Westerdahl in 1996 in Townsville. That was a real headbanger (laughs again). The gate boat jumped sideways and stopped in the last race and we smashed against it.

TT: It jumped sideways?

Bergström: No, it did not. (laughs)

TT: Oh, I see.

Bergström: So we had a disqualification in one of the earlier races, but we had an eight point lead going into the last race—

TT: Which is a good lead, but not insurmountable.

Bergström: Yes, a good lead. The sad thing there is that in the first start we had a good start but we had a general recall, then we had a bad start, a very bad start in the next. And everybody was very confident (a chuckle). My wife went out and bought a bottle of champagne because she was so confident that we were going to win. When we got back to the club she asked "What are you doing here?" My reply was, "Oh, we are not allowed to race". Oh, she was more mad than everyone else! But never mind. And then we had an easy ride in Durban. We sailed well—

TT: I thought you guys sailed magnificently in Durban!

Bergström: Yeah (very abashed).

TT: That was short on races too. I thought it was too bad the last race was cancelled and that Mike Martin and Steve Bourdow didn't at least have a shot at you in the last race or two. With only one race left, I suppose they didn't

have much of a chance, but still—

Bergström: Yeah, we were very fast and we sailed well, and we were a little bit lucky.

TT: Going back to something you just said. You talked about Mounts Bay and Bill Masterman. Now I find this is very interesting. If you go through the people that won the worlds it's always skippers until you get to 1995, and people say Bill Masterman won the Worlds in '95.

Bergström: And it's the same with Cam Lewis! Lewis won twice.

TT: Why is that? Are they personalities or is it the sheer size of Bill Masterman. What is it that makes people remember Bill Masterman as the champion and not the skipper?

Bergström: I can't remember who won with Bill. (Confers with Thomas in Swedish—it was Jeremy Robinson).

TT: How does that make you feel Thomas? Would you like to be known as the World Champion with Krister having second billing?

Thomas Moss: It doesn't matter.

TT: It doesn't matter to you? It's a team thing?

Moss: Yes.

TT: So you had a couple of close calls, you won five of the eight and you figure you're beating the odds there.

Bergström: It's not that bad. I don't really think that much about it.

TT: You're the only five-time winner, so that says something.

Bergström: I haven't gone and taken the next step in sailing. I kept sailing dinghies and the 505.

TT: What would be the next step for you?

Bergström: Today? Retire (laughs). No. But a lot of other good guys have been sailing 505's have done a lot of other things as well.

TT: I think I asked Thomas this at one point, but I'd like to hear it from you. After 20-something years in the 5-Oh, what keeps you coming back? Are there elements of competition, personalities, boat development? Why are you still here?

INTERVIEW CONTINUED

Bergström: First of all, the sailing is fun, it's really fun. Secondly, it pays off to use your head—your brain to think of more development for the boat to make it quicker. It's not a 470 where you have all these things fixed—the centerboard, the bridle system, the rig. It's good fun.

TT: So for you the fun is the development process.

Bergström: That's part of it. And also the first day, going out to the first race—the nerves, the tension—is something which I like.

TT: So, you thrive under pressure?

Bergström: Oh yeah, I think so.

TT: How about you Thomas? Is that something you feel benefits you—the pressure situation?

Moss: I'm more cooler than Krister. (I start laughing). Sometimes we sailing in light stuff and the boat starts shaking like this (motions with a shaking hand). That's a good sign.

TT: So, do you feel you have a calming effect on him on the racecourse since you're the cooler head in the boat? Do you have to consciously work to get him

settled down and in the groove, or does he settle himself down? Are you just quiet and he just settles down eventually? If he's slow off the line and he's jittery, what do you do?

Moss: I just tell him he's slow.

TT: Is that enough for you to dial back in and get the boat moving faster, Krister?

Bergström: Yeah, I think so.

TT: There's no panic or anything?

Bergström: I think we have been around in the class for so long, so if that happens, and it happens, the feedback from the crew with what we're doing, especially in a gate start where you have to be really quick, so that information is definitely right. There is a switch. You can always be a little bit more accurate, and try a little bit harder, hike a little bit harder, work the mainsheet a little bit harder in those conditions. That's the ticket.

TT: I believe so too. Thomas, you've been sailing with Krister since 1995 and you won your first world championship in 2000. Was that the highlight of your sailing career?

Moss: I think so. We were forced to sail in different conditions in that regatta and we sailed really well. Also, we haven't been less than 5th in any World Championship together, and I'm proud of that.

TT: Let me shift gears here myself. We've talked about the things you enjoy, like working on the boat. What about the competition—the people you see at the worlds year in, and year out? Do you enjoy racing against these particular people? Is there an interpersonal element competing against these guys?

Bergström: Definitely! I wouldn't say you're best friends or something like that, but you're good sailing friends which means that it's like a big family coming together for two weeks and we go sailing. I think we enjoy that, and we love to beat each other up. Bill Masterman did a very nice thing as he passed us when we went swimming during the last jibe to the finish, and he said "Jolly good day, lads!" as he went by (laughs). I think that's part of the game, yes.

TT: I noticed as I was hanging out on the sidelines that there's some



Kirster and Thomas with "the Doctor"

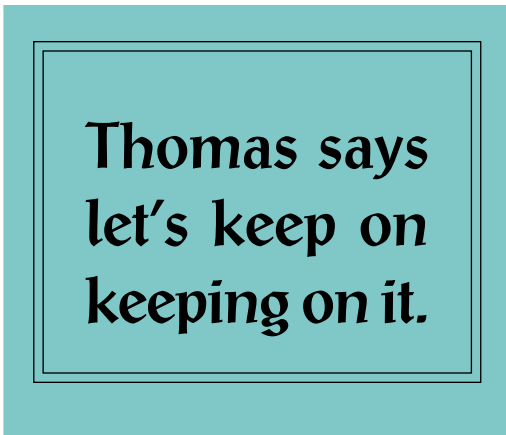
AUSSIES IN ACTION

gamesmanship with Mike Martin and Howie Hamlin. You guys like to inspect each other's gear, and see what the other person is doing. Is that a conscious act to look over the other guy" shoulder?

Bergström: Yes, because we know they are very good sailors and they do a lot of work. We don't have contact for 50 weeks then suddenly we have contact and you have the boat in the boat park, and it's interesting.

TT: Do you get the feeling they hold stuff back from you, and perhaps you hold stuff back from them?

Bergström: We haven't told them we changed tires on the trolley this year! No, Howie is a little bit secretive. He puts the



cover on when you ask him "have you tried that...".

TT: I detect from Howie and Mike that he thinks that you hold back a little too. Thomas, you said you weigh 89 kilos? Well, I was talking to Mike and told him that Thomas said he only weighed 89 kilos, which made me feel better because I only weigh 91. Mike said, "C'mon, he doesn't weigh only 89 kilos. He's gotta weigh more than that." It's funny to me as a spectator in this game to watch this gamesmanship.

Bergström: I think that's part of the game. Eventually we see through what the others are doing. In France, they came with their long boards and were trying to hide it, but that's part of sailing, of course.

TT: So they do it, you do it, and there's nothing personal about it.

Bergström: Definitely not! Absolutely not. But they're good sailors and we've got to beat them. But at the end of the day, the equipment is developed by the person, and

one day you have an advantage, and the next they have the advantage.

TT: Thomas, how much do you get involved in the development? Spinnaker shapes perhaps?

Moss: Not only shape by how it flies. I like a certain type of spinnaker.

Bergström: This year we bought a good cut, we went to Denmark, then we had a chance with Holger (Jess) to check out what the Germans had learned, and from there on we made some spinnakers with our sailmaker and we have been sailing with them. So, we really haven't been too involved with the development. We tried to check out what others are doing, and we have an excellent sailmaker. It's possible to make a quicker spinnaker than we have today.

TT: Following with the development scene. Would development of carbon spars keep you in the game longer?

Bergström: I don't know. I did not vote for or against the carbon fiber today at the AGM. I have a very divided view. I can see both sides of the argument. Sooner or later we will have carbon fiber spars. That's for sure. But when that happens, it will hurt, it will cost more, it will be a pain in the ass. Probably some person will have the possibility to do something really good. Today we know the sail shape and all these things, and to swap to carbon we will have to start all over again, and I know the job it will take to get the main right and other stuff.

TT: It's a lot of work. The class will be relying on guys like you to lead that development effort I would suppose. The benefit you get is that you will have the fastest gear first. How about you Thomas, would you like to see the carbon spars?

Moss: I would go for the carbon. It will hurt in the short term—for a couple of years.

TT: I want to talk more about the dynamics in the boat. You've been at it together for 7 years, and five years before you won a World Championship. I want to talk about how you get on in the boat. Is there a lot of talking back and forth? Maybe small chatter about the tactical situation or Thomas talking about what other boats are doing, then you come up with a decision on what

you are going to do? How are decisions reached?

Bergström: Your description is quite right. Some races we talk a lot, and in others it's really straightforward and you really don't need to talk that much.

TT: Not a lot of wind shifts—just straight boat speed.

Bergström: Yesterday was a quite straightforward race I think—the second one. The first was a bit tricky and there was more discussion in the boat. The first day we had here I lost my contact lens so I could see the telltales but I couldn't see the mark, so he was in charge.

TT: Thomas, would you like Kirster to sail without his contact lenses more often?

Moss: (Laughs) No!

TT: What would you say your strengths are in the relationship.

Bergström: We have good control over the boat—our technique and how to drive the boat quick. We both have long experience racing and we know what it's like. I don't think we have a divided view on things often. Sometimes we have a little bit, like when boats on both sides are looking better and that's when I get a little bit worried—"what should we do, when is the next puff coming, can you see anything?" That's when Thomas says let's keep on keeping on it. I think the thing that has hurt us is that we don't have any training partners. When we go out training, we go out on our own, and we practice our tacks and gibes and sets and all that. It takes us a few races to get our racing skills back.

TT: So, you are very smooth in the boat because of how you train, but you are out of practice on the competition end. It's amazing that you can come here and be so fast with no training partner. How can you guys be so fast without a training partner when the guys in California are busy beating up on each other all year?

Bergström: That's a good question.

Moss: We don't know.

Bergström: Really we shouldn't, or maybe with a good training partner we should win every race! (Laughs) I don't think so. But with a good training partner we would have it down better, at least in the

INTERVIEW CONTINUED

beginning of the regatta. This time with the container coming late and missing the pre-worlds, but we are in 3rd place in the worlds so far so we could use a little more practice.

TT: Thomas, what would you say are Krister's main strengths?

Moss: In sailing, keeping the boat fast and straight. You more or less know you will be faster than all the other boats—almost (Krister laughs). The older he gets, the more he doesn't like to change the rig.

TT: I hear Howie's the same way.

Moss: But, he knows what to do and he's confident. He's good at speaking about tactics and sailing, and how to tune the rig. I think we get along really well.

TT: Krister, where does Thomas excel?

Bergström: He's well organized. He's a very good sailor, and he always tries his best even if I screw up the start and make bad decisions. He's very eager to try different things. Thomas also never gives up—if you're last or you're first, his accuracy in his tacks and jibes is always there. I think those are the main things why we have been sailing together so long.

TT: If you're behind, as long as you're trying and still sailing smooth, you know you are gaining.

Bergström: Yeah, and then you're sailing against more guys out there, and that's always fun. If you're in front you sail against the guys in places behind you. It's always nice to pass boats!

TT: So what's more satisfying, a come from behind win or a horizon job?

Bergström: The horizon thing is nicer—it's better for your ego (laughs). When you win a heavy weather race in the European Championship by two and a half minutes, that's something. When you can't read the numbers of the other boats, that's quite nice.

Moss: I agree.

TT: I think I read somewhere that there are other ways you prepare for a world championship other than sailing. Can you describe some of the ways you prepare outside of sail training?

Bergström: The problem with getting older is that gravity works harder on you! Everything is harder to do and everything is heavier. In my case I can't practice as much as I want, so I have to lift weights

and run and that sort of stuff.

TT: How about mentally? I've read that you run through tactical and strategic scenarios in your mind so that events are scripted on the water.

Bergström: When I was younger I did this because I was so nervous. I listened to sports psychologists but I don't do that anymore.

TT: Is this because you're attitude has changed, or do you have so much experience now that you no longer need to do these things?

Bergström: I'm older now. This [505 sailing] is not that important any longer. When you are 18 or 22 life was just sailing. That was the main thing. You were brilliant if you were quick out in the ocean and you were nobody the day you did bad. Life is so much more than just sailing today—being married, having kids. You have to do other things so the sailing is just a small piece which is very enjoyable—a little bit expensive, but you know...

TT: Let's talk about family for a little while. I know the both of you have family, and I have a family too. Do you feel you have to make a big sacrifice and that your family has to sacrifice for you to come to these world championships? Is it a big strain on your family life?

Bergström: It definitely would be hard without a sponsor, then we wouldn't come here. You can't tell your wife that we can't go on vacation because I have to go to this world championship. You have to work out the finances so the sailing is comfortable. When I met my wife I was in the middle of an Olympic campaign with the FD, so she doesn't think I'm sailing that much anymore (laughs).

TT: Thomas, didn't you also mention that your wife thinks normal sailing is on the scale of an Olympic campaign and that 505 sailing is nothing?

Moss: Yes.

Bergström: In my case, my wife was the former Swedish champion in gymnastics, so she thinks this is a soft sport, that we

never go practice. In the end, you have to go to work, you have to take care of your kids, you have to take care of your house, you have to take care of your wife, you have to take care of other stuff, and to get away on a championship like this you have to work hard the time before, then work like hell when you come back because you've missed a few weeks.

TT: How old are your kids now?

Bergström: My kids. Oscar is 12 and Hanah is soon eight.

TT: So, they are old enough to be sailing. Are they sailing?



Bergström: Mine, no. Oscar is a very good skier, and he plays soccer. He thinks sailing is boring because it's so slow (laughs).

Moss: My kids are young, so they just do a little bit of sailing. I will introduce them racing if they want.

TT: Next year's worlds in Sweden, it sounds like the conditions can be just about anything. This sounds like home to me on the Chesapeake Bay. Is this the case?

Bergström: Yes.

TT: I've heard you guys are not members at the host club. Will this be a problem with organizing the event?

Bergström: No, we aren't members of MSS [Malmö Segel Sällskap]. When we talked about having a Worlds in Sweden, we talked about the criteria for the regatta, then we started talking to different clubs which would meet those criteria. MSS is one of the most successful youth clubs in Sweden. Dinghy sailing is a big thing there. They just had some Europe Dinghy and Laser regattas there I think. They

INTERVIEW CONTINUED

have hosted a lot of good world championships there. They will have the H-Boat World Championship there. They are very experienced and they know what sailors want. They have a policy there of hosting a big world event every third year or so, and the 505 Worlds fit nicely into their schedule. We have showed up to their club for events and they are very pleased with what we have done.

TT: It seems like most clubs that like to host big events really like to have the 505 class. Why do you think that is—is there something about the people or the prestige of the class?

Bergström: Why do you like the 505? It must be the same reasons, I guess. First of all it's a nice boat, isn't it? It's very well-developed and you can go sailing in any sea condition more or less.

TT: Can you guys comment on fair sailing in the 505. I've heard that some race committees and protest committees like the 505 class because we seem not to have a lot of protests. We seem to work it out on the water, and most people sail fair on the water, or people are less likely to protest these days.

Bergström: Maybe it's because the boat is quite quick and not that strong. So, it's not like Lasers are fairly strong and boats bounce into each other. I think most sailors have a strong conscience, and they won't feel nice if they are out there fouling people. I also don't think people care as much about their result—if they are 8th or 9th, or 26th or 27th, it doesn't matter as much, so people don't do stupid things out there. That's my guess anyway.

TT: Do you have a philosophy on the water that helps you with your focus?

Moss: Have fun. Have a nice race. I think that we are very conservative and we don't take big risks.

TT: Maybe you don't have to take risks when you are fast! One last question. How do you guys know when it's all over—when your teaming has run its course, and now it's time to do other things?

Moss: I think it's the money. When the sponsorship stops, we may have to. It costs a lot.

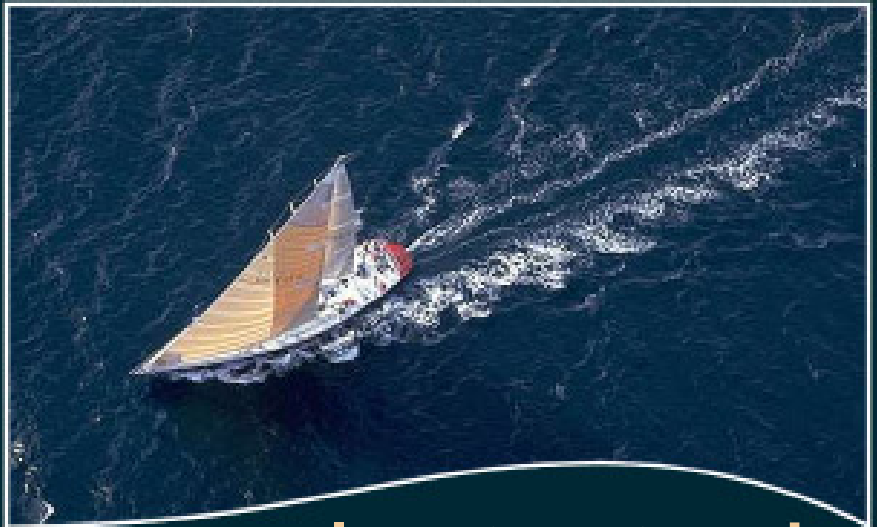
Bergström: Maybe you don't need to stop. Maybe you can say "we have sailed at the

top level now we can just come here and race without having any expectations and just enjoy it.

TT: Can you do that? Can you be a five or maybe six-time World Champion and come here to a World Championship and not feel you have to win.

Bergström: No, we don't have to win—definitely not. I don't feel we have to win now, at least that's how I feel. The only

thing you have to do is you have to try as hard as you can I think, but that's with all things in life—you have to try to do a good job at work, you have to try and raise your kids right, you have to be nice to your wife. And you have to try the best job you can here, but if you don't put the time in or the money, or if you don't have the equipment, of course you will not win. Go out there and reach and enjoy it. I won't have any problem doing that. Of course, it's nicer to be first or second... **505**



Investments and Sailboat Racing

Do you want to sail up the middle with the safety and security of Treasuries, CD's, and Bonds; are you comfortable pushing the sides with equities; or do you want to bang the corners with Options, and Futures?

Regardless of your Risk / Reward mindset, to be successful with your investments you must understand your choices and the effects of diversification and asset allocation on your investment options to be successful.

Take Control of Your Investment Race Today!

A.G. Edwards

Clayton W. James A.A.M.S.
Financial Consultant
A.G. Edwards & Sons, Inc.
Member SIPC
888-545-1999

got moxie?

"I believe that everybody should have a chance at an extravagant piece of folly."

Enid Bagnold, *National Velvet*

Here's the story of my quest:

"You could use a boat" she said in the late spring of the year 2000. Now I may be a bit more naive than some in the ways of the female of the species, but it doesn't take a genius to realize that a statement like that from such a creature is rare indeed. It suggests a window of opportunity that few men will ever see. I had to act fast before she changed her tune and that window closed forever.

One thing lead to another and I was soon a member of the Mission Bay Yacht Club, sucked in by Dan Merino, membership chairman of the day. Apparently I hadn't fully analyzed the fine print when I signed on, for I had also been shanghai'd into the local 505 fleet, as if I had a choice. Dan introduced me to the 505, without a doubt the most complicated sailboat I had ever imagined. It was love at first sight. I had to have one.

Not long after I was introduced to one Tom McKinney, the then owner of two too many 505s, or parts thereof anyway. "4 to 5 weekends to put it back together", he said of the boat-puzzle component array that was simply called #5848. Sounded simple enough. Tom was a law student at the time and a man with two boats, both characteristics that should have alerted the rational engineer in me. But caught up in the emotion of the project, such logic got clouded.

With that I found myself the proud owner of one hole-ridden, derelict, stripped-down fiberglass hull. Leaves and debris flew off it as I drove it away. Once home, closer inspection found that it's tanks had become home to a handful of wayward wanna-be mariner mice. A pirate duel between us left me as the victor, the captain of 505 hull #5848.

My 505 "kit" came complete with a straight mast, an unsafe trailer, tattered sails and a box of it's original 1970s era

block and tackle, and none complicated with any of those pesky ball bearings either. All this for less than the cost of a weekend in Vegas. What a deal! Any rational yuppie, love-sick with a 21-year-old redhead bohemian sailor, and with newfound garage space, would have jumped at such an opportunity.

Now bear in mind that at the time my neophyte sailing skills hadn't taught me the differences between a shackle from a transom from a resin, nor was I entirely clear on this whole port/starboard thing either. But with an overabundance of foolish tenacity I pressed on into the project regardless.

Confused and overwhelmed as I was, my boat lay untouched in my garage for many months. I can hardly count how many times I sat staring at it, dumbfounded. 4 to 5 weekends indeed! I hardly knew where to start. At first, I found denial and procrastination to be my most effective tools. In the mean time, I jumped at every opportunity to get out on the water in the boats of others to advance my sailing skills and gain an understanding of the workings of the 505. Over time my sailing skills grew from "abysmal" to "adequate", and even with an occasional victory here and there, albeit in the Classic fleet.

And with my new sailing camaraderie came access to years of boat building expertise to draw from. Many thanks to those among you who took the time and patience to instruct me in the skills of sailing such a beast. Your relentless instructional comments and positive reinforcement such as "what the Hell are you doing?" or "the other lee side" were welcomed and instrumental in my quest to tame the 505 creature (yeah, right).

And further thanks to those in the fleet who taught me many lifelong boat building and maintenance skills, like how to sand until you loose feeling in your hands, and the importance of keeping epoxy out of your hair.

As for the boat itself, most of the rehabilitation projects were one step forward, one step back. But with plate tectonics and the gravitational pull of the moon, I gained steady ground regardless.

To those critics amongst you who suggest I dragged my feet on the project, I say Rome was not built in a day, nor was the worlds largest ball of string for that matter. All great things happen in due course.

To those who incessantly asked "when's your boat gonna be done?". My answer of "soon" was always dead on, well relative to events like the birth of Christ or say the sun going supernova. It's all a function of perspective.

Also at my defense in that regard, that pesky job thing had an incessant habit of really getting in the way. For much of the past couple years my employer has had this strange notion that my presence was often better had at opposite ends of the Earth from my 505 restoration project. And I'm not talking Bali here either. I can't count how many hours I sat and dreamed of 505s by the waterfront in skanky, smelly remote Asian industrial towns, watching bloated dead fish atop the water, blowing out to sea.

So 2 years 9 months, 67 trips to Sailing Supply, 154 sheets of sandpaper, 634 beers, 1/2 million frequent flier miles, and 3 girlfriends later, I declare that my boat is done.

505 #5848 "Moxie" set sail again this last Sunday, March 9th, 2003. She's very red, she doesn't leak, and the wind propelled her forward. Mission accomplished.

And a very special thanks to all of you who helped, especially Sir Bob Woodcock my esteemed helmsman and epoxyist extraordinaire.

Mark Kurzava

505 Fleet 3 San Diego California

505

Sailing Strong - A Guide to Tuning the Sailor

Wendy Willis M.A. and C.P.T. and Kristin Strellis C.P.T

Hydration and Refueling

Staying hydrated is an important step in maintaining your performance while on the water. Sailing high performance boats is demanding on the body. Don't put yourself at a disadvantage by being dehydrated. Drink as often as you can when you sail. You are losing more water than you think. Being on and in the water may give you the illusion that you are hydrated when in actuality you are not.

Sip water before, during and after sailing. An active person will perform better when hydrated with 2/3-ounce of fluid per pound of body weight. A 200-pound crew would require 133 oz. or about two 2-liter bottles of fluid a day. Keep water bottles on your boat and anytime you have a chance, take a sip. You can also consume fluids by eating fruits that have a high water content such as oranges, apples, and bananas. Avoid beverages that contain caffeine. They act as a diuretic and cause dehydration.

Water makes up approximately 60% of your body weight. A loss of as little as 2% of this body weight can cause fatigue and a decrease in performance. A loss greater than 5% can cause serious health problems. Water regulates the body's temperature. In a dehydrated state the body is unable to cool itself leading to heat exhaustion and possibly heat stroke. Some signs of dehydration include progressive thirst, flushed skin, headaches, weakness, increased pulse, yellowed urine, muscle cramps, coordination loss, and fatigue.

If you are out on the water for more than an hour, you should use a fluid replacement drink to replace electrolytes and provide you with energy.

Your fluid replacement drink should:

- * taste good - which stimulates your desire to drink
- * be quickly absorbed from the gut and small intestines into the blood stream
- * not cause nausea, cramping, or bloating
- * supply energy to the muscles
- * replace electrolytes lost from sweat

A carbohydrate-electrolyte beverage (such as Gatorade) containing 6-8% carbohydrates and a low level of sodium - meets these requirements. There are many sports drinks available. Choose one you like. Make a habit of bringing enough fluids on your boat when you head out on the water. **505**

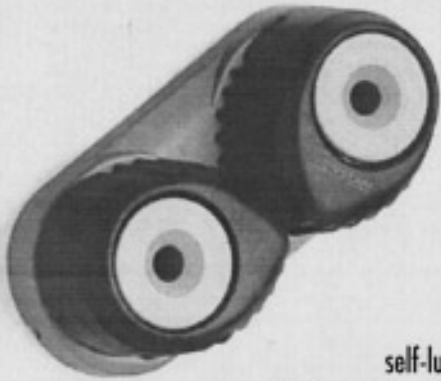
Portions of this article were taken from "Fit to Sail" by Wendy Willis, which is soon to be published and available for all.

This was the second article in a series dedicated to tuning the sailor. Please send future Sailing Strong topic requests or questions to Kristin and Wendy at strellis@yaboo.com or ewillis@pacbell.net



RONSTAN

C-Cleats



Unique self-lubricating, self-cleaning bearing system delivers consistent high performance.

- High strength
- Superior holding power
- Lightweight
- Low line entry effort, easy release

USA: PHONE (813) 545-1911
FAX (813) 541-6611

www.ronstan.com

Snapshots from Fremantle



ST. FRANCIS SPRING DINGHY

St. Francis Yacht Club/March 8-9
Moderate Winds

PLACE / TEAM	POINTS
1 Thompson/Zinn	9
2 Hamlin/Bell	13
3 Martin/Nelson	18
4 Beeckman/Benjamin	19
5 Hagan/Park	20
6 Cox/Smit	23
7 Miller/Allen	29
8 Adamson/Norman	33
9 Lieb/Smith	46
10 Ross/Woelfel	50
11 Harris/Byron	50
12 VonGrey/Pearson	54
13 Meyer/Hanke	59
14 Anderes/Hamelin	68



St. Francis Spring Dinghy

CBYC HURRICANE GULCH

CBYC/March 23-24
Light to Moderate Winds

PLACE / TEAM	POINTS
1 Martin/Nelson	12
2 Hamlin/Alarie	13
3 Beeckman/Benjamin	n/a
4 Cox/Smitt	n/a
5 Thompson/Zinn	n/a
6 Guy/Waterman	n/a



6988 at Cochiti Reservoir, New Mexico

SAN DIEGO NOOD

San Diego Bay/March 15-16
Moderate Winds

PLACE / TEAM	POINTS
1 Jenkins/Merino	16
2 Billings/Billings	16
3 McKinney/Duhancik	27
4 Davies/Freile	36
5 Schnelker/Liebat	45
6 Nelson/Such	46
7 Jue/ Winger	64

SPRING FREE

Oak Harbor/March 15-16
Light Winds

PLACE / TEAM	POINTS
1 McMinn/Zimmerman	n/a
2 Henry/VonGrey	n/a
3 Trainor/St.James	n/a
4 Shipley/McNeil	n/a

Spring Free in Oak Harbor



regions

WEST COAST

Aaron Ross

The California fleets continue to enjoy top caliber competition, combined with a balanced schedule split between the north and south of the state. The Spring Dinghy Regatta at St. Francis Yacht Club just concluded, with 14 teams having tight tacking duels in 10-15 knots of wind and flat water on the City front. San Diego had the annual NOOD in which the 505 was again represented.

The Cabrillo Beach Yacht Club will host 2 regattas this year, one in March, the second on June 7 and 8. CBYC put on an incredible North Americans last year, and the June regatta should not be missed. Alamitos Bay Yacht Club on July 5th and 6th is a great way to celebrate our nation's independence.

Ready to test yourself? Then Treasure Island in May might have the conditions you are looking for. But be ready in two weeks for the 505 Pacific Coast Championships at Mission Bay Yacht Club. Memorial Day Weekend, starting Friday, May 23-25. Well over 30 boats should attend, with a separate scoresheet for the Classic Division.

And in preparation for the 2004 Worlds, or if you just want to celebrate 505 sailing, Santa Cruz Yacht Club is hosting regattas in April, June, July, and September.

Based on the success of last year's PCC's at Cascades Locks, Oregon, the California fleet scheduled a 3 day regatta in the Northwest, and will still manage to ship their boats for the North Americans in Falmouth.

Check the schedule, and make sure you are signed up on the 505 West Coast email list. It's easy to sign up, and traffic on the list is very light.

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

Put it in Print!

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

Submit it to Tank Talk

PACIFIC NORTHWEST

Tony Devita

It was another promising winter for the NW 505 fleet. Many used boats are being purchased and a lot of new faces are getting help setting up for the season. The Worlds in Australia netted 2 brand new Freo 505s, a nearly new Van Munster and at least one other boat to the area. The penultimate Seattle sailing spot has increased it's count of only ONE 505 at the marina...to SIX.

PNW has been a bit slow as far as sailing in Puget Sound this winter. The "Bluenose" regatta (aptly named) at Kitsilano Yacht Club, British Columbia had a nice turnout. But the Oregon based fleet has been getting out on a regular basis.

We are awaiting the conclusion of the Tasar Worlds in Victoria, BC in June; as this will mean the inclusion of Carol and Carl Buchan and Fritz Lanzinger on the start line in 505s.

So, we think this is the season we break thru the "critical mass" and see some huge gains in the class.

First race up here is March 29 at Oak Harbor and the Northwest hopes to see you at the Gorge for another great time in August on the 1st thru the 3rd.

THE ROCKIES

Mark Angliss

Not much to report in the way of sailing from frozen Colorado. Ski reports we can give you. The annual fleet 36 meeting was on Super Bowl Sunday and established the season's schedule which is posted on our web site under "Events"

<http://505Denver.Homestead.Com>

Something to look forward to as Spring slowly thaws us out...it's official. Mike Martin is going to be the coach at the Region IV Coaching Clinic July 25-27 2003. This will include the OK City fleet and an invitation will be extended to the rest of the U.S.A fleets to fill the remaining slots

EAST COAST

Tim Collins

Guck, Inc. reports that they are importing a container from Rondar Raceboats. The container is scheduled to arrive in Bristol, RI in early May with two new Rondar 505's and several used Rondar 505's. The new boats have been ordered by Tyler Moore and the Drew Buttner/Andy Herlihy team, and they hope to have them on the water for the LYC Spring event.

According to Guck, Inc. there has been one used boat claimed by Fred Liesegang and is headed for his local fleet on Long Island. In other Region I news, it looks like Dave Dyson is ready to sell the Bass Master (US8083). Unofficially, American Section VP, Ted Ferrarone is hammering out the financial details to complete the deal. Dave has enjoyed a long and illustrious 505 career, and he will truly be missed on the race course and at the bar. We wish him well in his future endeavors.

New England Website Launched!

It's official. Region I, comprised of New England States, NY, NJ & PA, has launched its own website over the winter months. Special thanks to Tom Hurwitch for all the work he put into the site. Check it out at www.ne505.org

In addition to the latest news, regatta results, and contact information for Region I, the website is also the official site of the 2003 North American Championships to be held August 23-30 on the Vineyard Sound <http://www.ne505.org/2003NANOR.htm> See you all in Falmouth!

Check out <http://www.ne505.org/calendar.htm> for the 2003 Region I race schedule. In addition to all the classic New England classic venues like Hyannis and Falmouth, new or revived NY/NJ venues make the schedule this year. These include places like Larchmont and American Yacht Club (NY), and Raritan, NJ.



www.pinbax.com

www.pinbax.com

SAIL RESULTS 2001

- 2nd, 3rd Worlds
- 1st, 2nd, 3rd British Nationals
- 1st, 2nd French Nationals
- 2nd Europa Cup
- 1st, 2nd Nieuport



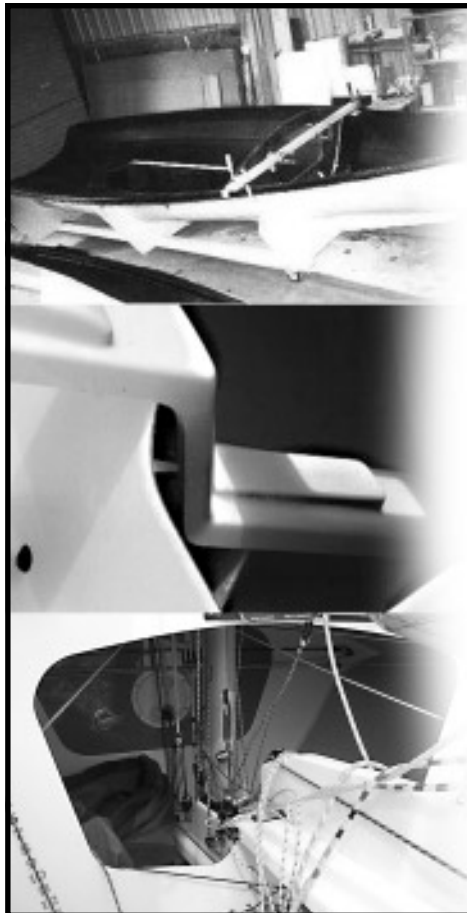
FREE MAIL ORDER CATALOGUE

BUY ON LINE

FROM OUR SECURE WEBSITE

Heathfield Way, Kingsheath, Northampton NN5 7QR UK.

Tel: +44 (0)1604 592808 Fax: +44 (0)1604 592818 Email: pinbax@skynet.co.uk



Built By 505 Sailors For 505 Sailors

- Vacuum bagged
- Carbon composite
- High aspect epoxy/carbon foils
- Proctor spar dealer
- World Championship Packages Available

Van Munster Boatbuilding

88 Reeves Street, Narara
 NSW 2250 Australia
 Ph 614 12 505 483
 614 43 253 902
 Fax 612 43 253 902
 Email: vanmun@coastal.net.au



They Don't Make 'em Like They Used To!

by Mark Angliss

During World War II, Fairey Ltd. had been the producer of hot molded wood components for the British Mosquito Bomber—not exactly bullet proof, but very light and strong. The “technology” was extended to the manufacture of boat hulls after the war including the 505, Albacore, Jet 14, Moth, and special beach-launched lifeboats. The process was based on a special mold that had a heated male “plug” and a female counterpart with doors that allowed access to portions of the mold. To build a hull, mahogany veneer strips about 6 inches wide were laid at about a 45° angle to the keel to form the first (inner) layer. The mold doors were opened and closed as needed to lay veneer or clamp existing veneers in place. The mold was heated to “set” the first layer to the mold shape. Then, the second (middle) layer was laid at a 90° angle to the first with resorcinol glue in between the layers. The third (outside) layer was at the same angles as the first inner layer, however the seams were offset so the hull had no pinholes. Mold heating and glue curing occurred between laminations. John Westall contracted Fairey Marine to mold the first and only Coronet hull. This precedent set the stage for Fairey to build the first 505 hulls in 1954 upon adoption of the class by the French Caneton Sailing Association.

Fairey sold many of these blank hulls to boat finishers such as Chippendale for completion. As a result, there were differences in cockpit configuration and construction techniques from the very beginning. In 1956, the wood hull for 505 US463 came off the Fairey Marine mold. Like other Fairey hulls, the next step was to install 6 floor stringers that ran fore and aft by gluing and copper through-hull riveting them to the bilge. Though this was a very common construction technique of the era, it proved to be a weakness to molded mahogany hulls. The problem was that as the boat “worked” under sail, the movement of the rivets caused them to loosen slightly and allow

water and moisture to surround them. Entrapped moisture promoted the growth of common garden-variety black mold that lead to rotting of the wood. Many wood-hulled 505s suffered the ultimate demise of death-by-rot since the maintenance and upkeep of all that wood could be overwhelming from both a time and monetary point of view. Be it foresight or just the luck of the 505 class to have open rules, fiberglass hulls emerged in the very early 505 years. The class rules for the Fairey Marine built Jolly 18 boat mandated the hull as teak to avoid rotting. Like you see a lot of those around these days!

During the construction of the Faireys, wood tanks molded in the same fashion as the hull were glued and riveted to stringers and the hull. Fairey was a builder of hot molded tanks that could be purchased, however, some other “finishers” of the 505 opted to cold mold the wood tanks into the hull by forming 3 layers of veneer over light frames. Deck construction consisted of light wood ribs that were covered with 1/8" thick marine grade mahogany plywood. The watertight and diagonal bulkheads were also made from thin plywood. All of this wood made for an incredibly gorgeous hull.

The first fiberglass 505s also used the same interior finish construction techniques and materials as the all-wood predecessors. In many ways these were not as good as the all-wood versions. The ‘glass hulls were not nearly as stiff as wood, and were prone to “oil canning” (localized flexing of the hull due to water pressure). The glues of the era were quite inferior to 21st century adhesives for bonding fiberglass to wood. The common technique was to mold wood pieces into the fiberglass, then glue/screw the wood components to the imbedded wood. Over time as the imbedded wood expanded and contracted, it would loosen from the glass and cause problems. Up until the mid-70s, 505 rig tension was still low by today’s standards. The design of the early under-deck structures could not support high rig tension, and the early glass hulls tended to deform or “taco” under

load. Innovations in interior wood construction design such as the “aircraft frame” by Mark Lindsay and Larry Tuttle proved to be a dramatic improvement in rig load carrying ability. Epoxy resins had also evolved to where high quality bonding of wood to fiberglass could be achieved. However, the early Lindsay/Tuttle hulls purchased from Parker in England and fit with a Lindsay interior structure were still susceptible to oil canning. It was not until the advent of fully cored hulls incorporating carbon fiber, Kevlar (tm)



and “S” glass that 505 hulls were comparable in overall stiffness to that of the original molded wood—but that’s another story another time. Little by little, all components of the 505 gave way from all wood to all high-tech materials as seen today. I suppose you could say the morale to the story is that our open rules have done much to the survival and growth of the class.

I’ve been told countless times that I am completely insane for undertaking the restoration of 505 US463 (Maybe I am!).

FAIREY CONTINUED

The first words uttered by just about everyone seeing the rotten bottom for the first time is "Holy Shit!" That pretty well sums it up given its condition, so at the present time, that's the name of the boat, subject to change at a later date. US463 was a victim of the copper-rivet-rot syndrome even though stored out of the water for over 30 years. So, if a problem is recognized, why restore something in a way that is known to be a problem? Given the abundance of high-tech materials available today, as the boat is restored, "original" materials such as copper rivets and resorcinol glue will not be used. "Authentic" is not always a good thing. The boat will appear as original, however it will have many hidden improvements in construction material and techniques. On the other hand, the boat will be rigged for the "era". I'm setting that era as the mid 1960s where the class made rigging changes to replace some of the goofiness of the first editions such as roller boom furling. US463 will be de-powered by raking the mast "off the water" and will have a mast ram that was just introduced during that time. Jib snubbing winch? You bet! A Hugh Bournes trapeze harness was the cat's pajamas back then rather than the traditional hiking belt. The rudder will be an original style all wood kick-up. The centerboard is short and fat solid mahogany, and non-jibing. Some early 505s had "tube" bailers. These were miserable, so traditional Elvstrom (Anderson) style bilge bailers will be installed. Spars will be all wood. The mast was donated by Ted Ferrarone and is quite restorable. The original boom is shot beyond repair and will be used as a model for a replica made from Sitka spruce. I estimate the entire restoration project to take about 2 years, not so much for the amount of work involved, but I only have so much free time. As sailing season rolls around, free time is for sailing and not boat work! The progress of the restoration can be seen in detail at:

<http://505Denver.Homestead.Com> under "Projects" then "US463"

505

Like those cracks?

Have you checked your Proctor boom fitting lately?

Custom 505 Hardware

Micro Fids for 7/64" & 1/8" dia. line

CNC machined inboard boom end fittings, for standard Proctor boom

contact:

rogue_engineering@attbi.com

or

Thad Lieb at (925) 766-3427

www.aussiesinaction.com.au

Aussies in Action

2003

Fremantle World Championship Photos

KEVIN & WENDY LUCAS

kevlucas@southwest.com.au

PHONE 08 9537 3280

MOBILE 0409 100 196

7 PARDOO PLACE

GOLDEN BAY, AUSTRALIA 6174

FULLY RE-ENGINEERED

- Wider, low friction chute for the new kites
- Ergonomic cockpit
- Internal sidestay adjustment
- Extra case support for high aspect boards
- Innovative pyramid mast-step
- Fewer components so fewer joins
- Custom modifications available
- Prepreg carbon Nomex honeycomb specialists
- Partial or full fitout packages available



7 Weelara Road
City Beach, WA 6015
Australia
25 009 253 749
www.505.com.au



A Case for Carbon Masts

Evert Myer

In discussions on the 505 World e-mail list and at the open forum during the Fremantle Worlds last year, many arguments favoring and opposing the use of carbon fiber composite materials in 505 spars were proffered. The mere fact that this proposal is once again a hotly debated issue in our class suggests that its relative merits and demerits need to be weighed. Remember, we have been through all of this before. In the early eighties a couple of sailors started using carbon masts which lead to the adoption of a class rule that stipulated aluminum alloys and wood as the only permissible materials for use in masts, booms and spinnaker poles. The 505 is not a strict one-design class, rather a development class, and I believe that this rule runs against the grain and spirit of a boat that encourages innovation in other areas such as hull materials, foil design and rigging. However, at the time it was probably a wise decision since carbon masts commanded a princely premium back 20 years ago that would have seriously inflated the costs of competitive 505 racing.

So, has anything changed over 20 years later? Has the price of carbon masts dropped sufficiently that it can be considered comparable to aluminum sections? Have construction techniques and material quality improved enough that carbon composite mast reliability and durability can now be considered equal, if not superior, to aluminum? Based on the facts and figures that I have seen these past 6 months (particularly the paper on carbon spars written by Carter Jackson of Australia), I have now believe that it is indeed possible to build a mast from carbon fiber that is cost effective, light, and durable.

These traits are very important to our fellow 505 sailors in countries with battered currencies like South Africa, Kenya and Zimbabwe. These guys simply can't afford to import sections from Proctor or Superspar. In fact, a young engineer or other professional in one of these countries would have to save two months salary to buy a Proctor 505 mast! Even the Aussies, who are still suffering the effects of the devaluing "Pacific Peso", seem to have a strong preference for carbon construction, which promotes home construction alternatives.

In addition, there is a strong argument from the UK, where 505 masts are cheapest, that a carbon mast would provide the 505 with more "sex appeal" as it goes head-to-head with the current crop of fad production skiffs. Other advantages that have been better articulated by others include:

- * Better suitability to the Long Luff Spinnaker
- * Superior dynamic bend properties (i.e. potentially better gust response)
- * No permanent bend or creep issues
- * No fatigue life or corrosion performance decay
- * More resistant to dents, dings and side impacts
- * Easier to manage when rigging
- * Easier to repair when broken
- * A black carbon mast, boom and spinnaker pole looks way more cool than that metal tube
- * Able to withstand Simon Lake's weight hanging from the middle

So why is this still an issue? I believe that the primary reason boils down to the inequality that may arise during the transition period from aluminum to carbon. Wealthy sailors or those having access to mast and sail technology are envisioned to have a competitive edge. I am sure Howard has done a sterling job enumerating all the other down sides, so I would like to focus on how the class can mitigate these issues in a way that we are not faced with an initial arms race, while preserving the competitiveness and value of older "classic" 505s. In fact, if managed correctly, I believe that we can use this opportunity to level the playing field for less active, lower budget sailors.

First, let's all remember that it's "never" a good time to make such a switch. No matter how compelling the cost vs. performance benefit of carbon masts becomes, the switch is going to be painful for some if not for all of us to some degree. It is going to cost money. It might cause sail development to progress along a different path. These issues will never go away, and if continuous development is too much for the class to stomach, I would argue that we will still be using aluminum masts 20 years from now when obtaining one will be even more costly as production demand wanes. If this attitude had been prevalent throughout class history, maybe we would never have allowed aluminum masts, laminated sails, exotic hull construction, and high aspect foils.

So how do we mitigate the conversion process?

I believe the following concepts, currently in the proposal adopted in Fremantle, would provide for a smoother transition to carbon spars:

- * Manage the initial conversion by stipulating a minimum weight and moment of inertia set at a comparable level to aluminum masts. This could be done using corrector weights, say up near the spreaders. A simple swing test could be set up to enforce this at major regattas. This measure effectively discourages (by negating benefits) of high modulus fibers and other expensive construction techniques.
- * Stipulate a maximum diameter and cord length, which would discourage wafer-thin, laminates (which increase cost) and wing masts.

Practically speaking, I am convinced that these measures would result in a mast that is only marginally more competitive than a good Proctor or SuperSpar section, although most serious sailors would probably still make the switch. Heck, some of us even have carbon fiber ram tubes, tillers, tiller extensions and transom flaps for all that's worth (it looks really cool on my yellow boat)! But I do not believe it will make a material difference once you get beyond the first 30 or 40 boats at the worlds. Most of us give up more on a single blown gibe or douse, and boat set-up and tuning is much more of a factor to those of us down the pack. Anyway, I would argue that guys like Howard, who I understand has at one stage owned at least half a dozen aluminum masts of various weights and bend characteristics, will always have a leg up on the rest of us — carbon or not. Apparently, not all Proctor D's (or Cumulus, Stratos or Cumulus-Nimbus) are created equal, and top sailors have been known to hang on to sections from certain batches, since production variances can be quite large.

Rather, I offer that the following market consequences could have the opposite effect for sailors on a budget or those sailing older vintage 505's:

- * Availability of many good, second-hand masts. The difference between a good D or Cumulus and the old, heavy spar on a classic 505 is probably greater than the difference between a nice aluminum rig and a carbon rig with weight correctors. Also, I predict there will be some experimentation with carbon rigs amongst the leaders of the pack, so getting a good, slightly used mast that is good for the rest of us may be a distinct possibility. For example, as high-aspect

boards become more in vogue, a perfectly good secondhand standard Waterat gibling centerboard can be had for a fraction of the original cost.

* Availability of slightly used Technora, 3DL (or whatever) sails as the fanatics on both coasts keep getting new cuts from Jay Glaser or Ethan Bixby to suit their new masts. This is essentially the same mechanism as the one where top sailors get new boats every couple of years, thereby selling their old boats into a growing fleet of new 505 sailors and upcoming youngsters.

* The ability to ultimately revive the competitiveness of an older, overweight boat. Lighter booms and spinnaker poles will save weight, and once we have all gone through the transition period, we can consider reducing the minimum mast weight by eliminating the corrector weights. Relatively speaking, this would benefit heavier boats more than lighter ones, since boats already at minimum weight would have to add corrector weights in the hull to compensate.

In conclusion, I believe that a change to carbon masts creates more of a competitive issue for those sailors in the rarified air near the top of the fleet, where a couple of boat lengths worth of speed is really important. Top sailors also have the most invested in current mast development and tuning, and would have to start all over (isn't this part of the fun anyway?). For the rest of us, we will have the opportunity to access spars made from a material that makes much more sense in the long run. Sure, masts will still break if you lose a shroud or pile drive it into a shallow bottom, but I am sure that on average, masts will last much longer, won't degrade and won't bend. Additionally, carbon spars puts the 505 class into the 21st century in terms of appeal and a modern look. To me, that is worth some continued development.

Switching to Carbon Masts Will Be a Mistake

Howie Hamlin

The goals for any change in the class should be based on the following criteria: (1) will the change make the boat more fun to sail; (2) will the change increase long-term cost; and (3) will the change grow the class. The recent switch to the long luff spinnaker met these criteria. Likewise, the switch from wood to aluminum spars decades ago also fit these

criteria. Aluminum extrusions cost less than wood, could be mass-produced, were more consistent in structural properties, were more durable, and collectively made the boat more fun which helped the class grow.

Below is a comprehensive list of why I think switching to carbon spars would be a mistake:

More Expensive—No one disputes that carbon masts are more expensive than aluminum. There are two reasons for this increased cost that should be considered. First, materials and production costs are higher compared to aluminum. Second, carbon requires more hand labor, which reduced consistency among spars. This necessitates the purchase of several spars to determine which is fastest. In this respect, switching to carbon spars would reintroduce many of wood's negative attributes. In fact, evolutionary changes brought about by manufacturing (changes to mandrels and molds) and materials developments will necessitate the purchase of even more spars. When the Finn class switched to carbon, profile changes (long and narrow) spurred further evolution just as one design was starting to take hold. Brian Ledbetter said he spent more on carbon masts in one campaign than he had spent on his previous four Olympic campaigns combined.

Not More Fun—Carbon masts will not make the 505 more fun to sail. When we switched to carbon masts in the 18' Skiff class, we were surprised to find that the boat was not more fun to sail, and I think the same will hold true in the 505.

Aluminum Masts Will Be Obsolete—Carbon masts will be marginally faster making all aluminum rigs obsolete.

Critical Bend Characteristics—505 masts have only one set of shrouds [Ed - however 505 rules allow a mast to have any number of shrouds or spreaders]. With much of the mast unsupported, bend characteristics are highly critical in the 505. By comparison, 18's have 4 sets of shrouds, 14's and 49ers have 3 sets. Because skiff masts are so highly supported, the mast bend is not as critical. So, in skiffs the conversion from aluminum to carbon was much easier.

Consistency—Aluminum is mass-produced through dies that make each extrusion relatively consistent. Carbon masts can be made with infinite variability. Tooling shape and sizes can be changed easily. So can the type of carbon, weave, amount, placement, thickness, layers, direction, orientation, resin content, etc. That may be good for the few of us at the top of the class that have the time,

money and testing team to try 4 or 5 masts to find the fastest one. If you spent all that time and money are you going to share that knowledge with the manufacturers and the rest of the world? Not likely.

Durability—Carbon mast design will evolve to a similar balance of durability and performance as we now have with aluminum. In others words, as we strive for the lightest mast possible, we will in time find the same acceptable failure rate in carbon as we now have with aluminum. Therefore, the expected increases in durability with carbon will not be realized.

Degrades in Sunlight—Carbon is susceptible to ultra-violet degradation, and requires a special UV coating and/or covers.

Repairs—When they break they tend to splinter over a long distance. Only round tubes can be repaired easily. I would be shocked if a round tube proves to be the fastest section. The carbon 18' skiff mast we broke was a molded teardrop section. The manufacturer, McConaghy, said it would cost more to repair than to make a new one.

Long Luff Spinnakers Don't Require Carbon Masts—I do not think the new spinnaker will be the major cause for mast failure. Most of the broken masts in Fremantle were caused by hitting the bottom. In skiffs, as in most boats, the solution for supporting big spinnakers is with more shrouds, not stiffer masts.

Suppliers—The current complaint is that most masts are purchased through two suppliers—Proctor and SuperSpars. The same will be true for carbon. Once the carbon design settles down we will likely find that we all have to buy from the one supplier who makes the fastest carbon mast.

If It Ain't Broke, Then Don't Fix It—In 30 years I have broken only one 505 mast. Krister Bergström said he has never broken a mast.

Class Growth—Growth is a function of fun relative to cost. Carbon will make the boat more costly without increasing the fun, so it will reduce growth. 505

BackTime

The editors of *Yachting* magazine compiled a book in 1971 of advice for one-design sailors. John Joss authored an article “The role of the crew in the 505—There’s a great difference between being a proficient crew and ‘breathing ballast’” in which he outlines the “necessary” as well as the “desirable” traits. He includes this photo of Paul Elvstrom as well as one of US2842 on San Francisco Bay.

Horan, Ellen, ed. *They Sail to Win: Articles and Expert Advice for the One-Design Sailor from the Pages of Yachting*. New York: Yachting Publishing Corporation, 1971.



Paul Elvstrom sailing from the trap circa 1968. Notice the tiller extension.

TANK TALK

The Magazine of the 505 Class
American Section

811 30th #4
Anacortes, WA 98221

BENEFACTORS

Mark Angliss
Graham Alexander
Stephen Long

505 REGIONAL CONTACTS

New England (Region I)

Tim Collins

(W) 508-746-5120 ext 105
E-mail: tcollins@etal.uri.edu

Mid-Atlantic (Region II)

Barney Harris

(H) 703-838-0644
(W) 703-838-0644
E-mail: teamspot@hotmail.com

Midwest (Region III)

Stephen Long

(H) 708-788-5178
E-mail: Slong@Antunovich.com

Rockies (Region IV)

Mark Angliss

(H) 415-387-3243
E-mail: MRANG@att.net

West Coast (Region V)

Thad Lieb
(H) 925-766-3427
Thad.Lieb@escocorp.com

Pacific Northwest (Region VI)

Paul VonGrey

(H) 360-679-0831
E-mail: vongrey@gte.net