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FALL 2003

TANK TALK

THE MAGAZINE OF THE 5₀₅ CLASS, AMERICAN SECTION



IN THIS ISSUE
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505

TANK TALK

The Magazine of the 505 Class
American Section

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Message from the President

Well folks, it's been a year. While I can honestly say I enjoy performing the duties as President of the American Section, I also have to admit I wish could have done more. It is apparent to me what an incredible job Jesse did as compared to me. It is probably obvious to some of you also, but I won't mention those names. I would like to recognize the efforts of some key people in our association. Randy Watler for volunteering to maintain the website. It's not a lot of work, but it is a job that relies on getting timely regatta reports and news from other members. Mark Angliss and Ali Meller for making the Harken One-Design of the Month page in *Sailing World*. It took many hours and emails working with the folks at Harken to make it all accurate. Sue Athmann and Jesse Falsone for the continued success of *Tank Talk*. Ted Ferrarone and Fred Liesegang for making my job manageable. I will miss them both, but I feel confident that their replacements will step up and do what it takes.

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I apologize for not attending this year's North Americans. I am still learning how to blow off the family more than every other year. In summary, I look forward to performing my duties next year. Once it's all over, I'll be able to look back and be proud that I pulled it off, hopefully.

Get Stoked,

Aaron

Editors Note

Has it already been 6 months since our last issue? Time flies. As always, we will sell no wine before its time, and this issue was indeed 6 months in the making. Slow and steady wins this race, and I've found that two issues a year keeps us going without suffering burnout. We've added Bill Green as a new Assistant Editor, and it looks like I'm officially driving the bus again. I think you'll find this issue conforms to the same standards of excellence for which *Tank Talk* has become known.

The Santa Cruz Worlds will be upon us before we know it. As with the last US worlds in Hyannis, I think we can expect some growth, especially on the West Coast. As always, the trick is sustained growth. A number of Americans have purchased new boats, or plan to in the coming months. Hopefully their old rides will end up in capable and willing hands, and the thrill of sailing 505's will pass down to younger sailors.

For those of you considering sailing in your first world championship, let me tell you this is an experience not to miss! Santa Cruz has hosted this event twice before so it's fair to say they know how to run a world championship. Experience notwithstanding, regatta organizer Bob Simpkins was on hand in Sweden to learn what he could and speak with competitors and Swedish regatta staff. I'm confident that they will do a first-rate job. Be there.

- Ed

SHORT TACKS

ADVANCED NOTICE

2004 World Championships

Santa Cruz, California

Don't miss it! No Excuses!

Online Registration

www.505worlds2004.com

Symmetric Synergy

A new association has been established in the UK to help market high-performance symmetric spinnaker dinghies (with trapeze). Fastsail.org is the home site for the Joint Class initiatives of the 505, Flying Dutchman, 470, Hornet, Osprey, Javelin, and Fireball. Together, these classes make up the "Magnificent Seven" in the UK, and a multi-class event named the Symmetric Grand Prix was held on October 4-5. Go to javelinuk.com/fastsail/index.html

OTTO 505

Using vacuum infusion, Kulmar molds and collaborating with Krister Bergstrom and Paul Kulmar, Karl-Otto Stromberg released hull #2 of the Swedish-built 505s in August. Further information on the advances of the OTTO 505 can be found at hem.passagen.se/waterat/otto-five.htm



Recognition Well Deserved

The Dave Cahn Trophy, The Dennis Surtees Service Award, and The Top Female Sailor at the North Americans were bestowed upon worthy shoulders recently. The full explanation of each award and the past recipients can be read on the website.

Dave Cahn Trophy - for the sailor who is always there to lend an hand, compete and have a good time. This year it is awarded to **Paul VonGrey**.

Dennis Surtees Service Award - given to an individual in recognition of their enduring service and selfless support of the class. **Jesse Falsone** was the obvious choice for 2004.

The Top Female at the NA's - this year Canadian **Clarissa Bush** was awarded the honor.

ISAF Ruling on Aussie 5-ohs

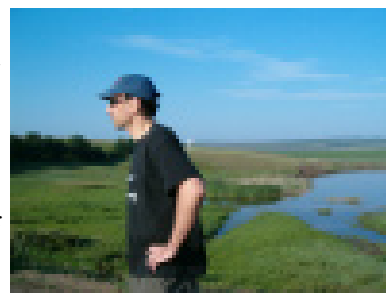
A transom measurement discrepancy has lead to a dispensation for a number of Australian built boats. The following 27 hull numbers were found to have transoms that fell outside the maximum permitted distance from the template:

AUS 8738	AUS 8794	GBR 8836
AUS 8755	AUS 8804	AUS 8797
AUS 8756	AUS 8809	AUS 8798
AUS 8759	SWE 8812	AUS 8799
AUS 8760	AUS 8813	AUS 8801
AUS 8763	USA 8814	AUS 8811
AUS 8780	USA 8822	AUS 8817
AUS 8781	USA 8823	USA 8821
AUS 8782	USA 8824	USA 8831

The text of the ruling can be found at www.int505.org/200307IRCAnnouncement.htm

Newest 505 Fleet in Eastern Europe?

Efforts are currently underway to launch the newest 505 fleet, this time in the tiny country of Moldova. The launch has been impeded on a number of fronts. It seems there is no word for sailboat in the Moldova language and the word dinghy has been met



Allan Freedman surveys Lake Chisinau where he hopes to start a 505 fleet

with Mafia like responses from many a Moldovan man. Finding the right venue is also a problem, as the land-locked country has no sailable water, although it has been suggested that training be conducted with boats attached to Rapide trailers at the Moldova airport, which gets infrequent use as it is. Nonetheless, the organizing effort is being pushed forward with the help of Ali Meller, who is said to claim a distant Moldovan prince among his blood relatives. Money is something of an obstacle here as well as the average Moldovan makes \$26 a month, just enough to afford, well, just about nothing. Keep tuned to this space for more developments.

Stay In Touch with the Class

Winterizing your boat? Don't hibernate completely. Get on the USA listserv and or your local fleet list.

Signing up for the USA list is easy here's how:

Just sent the following one line message:

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

Subject: 505usa

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



Composite Sticks

The carbon ballot has been cast continuing the ban on the materials use in spars, with it the flurry of electronic palaver died away to nothing but yet another corner gets to be heard from with a twist. Julian Bethwaite, skiff designer, was brought from Australia to Anacortes, Washington recently as guest coach for a 29'er clinic. The wind which had been unusually active all summer long chose that weekend to completely disappear leaving kids, coaches and RC on the beach with plenty of time for discussion on subjects from the mundane to the technical including design evolution. On the subject of carbon spars he endorsed Howard Hamlin's opinion (*Tank Talk* Spring 2003) and going on to say that "505's don't need carbon spars...they'll be heavy and expensive...the 505 needs aluminum to the hounds and a carbon tip." Any comments?

UPCOMING 505 EVENTS

Believe it or not there's sailing left to do. If you're not yet chipping ice out of the hull, get out there. Somewhere on this big round ball spinning thru space the sun is shining and the wind is blowing, go sailing. Anybody that feels the touch of Jack Frost should consider the invite from Florida for the **Midwinters**, January 9 thru 11, 2004.

The Mountain states had a couple late season events planned—the **Colorado Governor's Cup** on Cherry Creek Reservoir and a **Summers End** bash on Union Reservoir. Now the skis are out of the closet and the racks on the Subaru.

California South is busy in Mission Bay with the **Hot Rum** series in November and NoCal had one scheduled at **St. Francis** Oct. 25-26 and the **Turkey Day** regatta at ABYC, November 22-23.

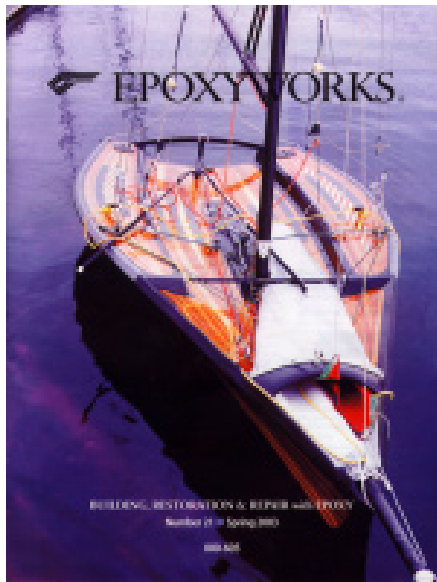
The upper left hand corner of the lower 48 attended the **Fleet Championships** hosted by CYC in Seattle October 11-12, then heads north for the **Bluenose** at Kitsilano Yacht Club followed by the **Turkey Bowl** late November.

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

Go Sailing!

Epoxy Works

There are plenty among us that are all too familiar with the Gougeon brothers and some that may recall the name Bram Dally. Bram raced 5-oh's in the Northwest a couple score and some odd years ago before jumping into the skiff frenzy. He's currently developing a single-handed skiff (*Sailing World* January 2002, *Wooden Boat*, 2003) and was asked by the gurus of epoxy to jot a few lines for the recent issue of their periodic



periodical *Epoxyworks*. Dally's article along with the accompanying article by Meade Gougeon discusses loads and stiffness as it relates to small high-performance boats and what is needed to lengthen their competitive life span, maintain strength but stay light. Dally uses his 505 history as a benchmark and then lays high praise on the 505 especially masterbuilders Larry Tuttle and Mark Lindsay going on to say, "Lindsay and Tuttle's work on the 505 will likely prove to be one of the more historically significant contributions to the sport of high-performance sailing." Take a bow boys.

Ebb Tide by Macy Nelson

In 1976, I first encountered evidence of Bransford Eck in a Massachusetts parking lot where I saw a 505 whose trailer board read: "Bransford Eck's Magnificent Sailing Machine." Several years would pass before I met the man who sailed that boat.

I moved to Baltimore in 1978 and joined the West River Fleet. I started reading *Tank Talk* which Bransford and Lillian Gsegner published. I learned that he had been instrumental in building the West River fleet. I also began to learn a little about him. At his house in Timonium he stored an ancient Kestrel. When asked why he kept that boat there, he responded that couldn't fathom selling a boat that he sailed for years. His estate now owns his last Lindsay, USA 7067, which he has not sailed since the mid-1980's.

Eck was a man of opinions and contradictions. When asked by a fleet member's date at a fleet party what he did, he said, "I make bombs." He could also walk into a room and immediately recognize Big Bill Broonzy on the stereo. He spent much of his free time teaching skiing at a local hill.

Eck was also an engineer with his own ideas. In the late 1970's, Bransford and Steve Taylor had the first serious debate about centerboard design. He had other ideas, too. The 1979 East Coast Championship was eight hours north and we were in the middle of a gas crisis. His solution was to insert a twenty-gallon gas tank in the trunk of his Dodge Charger. Several years later, he determined that a long sharp lever attached to the head of the centerboard was the best way to lift a centerboard vertically in the case under load. I never met a man who wanted to crew on this boat. His more traditional engineering skills weren't enough to keep his Proctor D standing after his boat fell off a mammoth motorboat wake sailing into the Severn Sailing Association dock.

People who love 505s should be grateful for Bransford's years of work for the class.

Carbon Ballot Results

Having at last received all the ballot papers that I am expecting and having collated the results I can confirm the result of the ballot on conditionally removing the rule restricting spar materials to either aluminium or wood is as follows:

Number of valid votes cast: 289 (24.7% of membership)

Votes for proposal: 97

Voter against proposal: 192

The proposal has therefore failed and the rule remains unaltered.

The votes on a country by county basis were:

AUS For 20 15	GBR For 15 3
BEL For 1 0	GER Against 12 63
CAN For 8 4	RSA For 3 1
DEN Against 0 4	SWE Against 0 3
FIN Against 1 8	USA Against 30 44
FRA Against 7 47	

Under our class rules, a ballot on a similar topic cannot be brought for a minimum of three years, unless approved by the IGC.

Chris Thorne
International Secretary
505 Class Yacht Racing Association
secretary@int505.org



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Mike and Stephanie Martin Get a Taste of Big Mac

When Mike Martin answered the call to coach the Denver and Oklahoma City fleets at Big Mac this year, we knew we were in for something special. It took some serious planning to make it all happen, and in the end Mike, ably assisted by wife Stephanie, ran an efficient and effective clinic.

Mike spent time with each team on and off the water reviewing boat rigging, assisting with technique, and actually racing, while Stephanie took hundreds of pictures for later review at the campsite. A powerboat piloted by Mark Counts enabled close-up pictures and coaching observations. The wind cooperated with a variety of conditions. One participant raved "Mike was patient and efficient with his individual help. I don't think anyone who shared boat time with Mike did not come back to shore with huge smiles and, I believe, a new enthusiasm for sailing and for the 505." Mark Angliss said "Mike's capacity to multi-task with the group of boats left everyone feeling as if they were always receiving individual attention."

On shore, Mike and Stephanie had a full multi-media presentation at the ready, having downloaded sailing pictures from the day for diagnosis and discussion. Additionally, Mike brought with him another slide show of 505's, International 14's, and Aussie 18's in spectacular jaw-dropping action for the group to enjoy. Another participant stipulated that "the technical photos were and will be a great resource for the fleet." The value of the photos was summed by another person this way: "I heard him tell us about our sail settings when we were sailing. When I saw the pictures, it became crystal clear what he was trying to tell us."

Special thanks go out to Mark Angliss for organizing the clinic once again! The coaches and participants felt pampered with the format and no one had to think about anything but 505s.



Stephanie Martin

Spinnaker Sets on a Short Course. Mike Martin/Kem King are the background boat, Phillip Ryan/Mat in the foreground.



Mark Counts

Unveiling Rigging and Tuning Secrets



The Big Mac Launching Beach

Stephanie Martin



Mark Counts

Higher Education



Stephanie Martin

3827 Playing the Rabbit

INTERNATIONAL 505 CLASSYACHT RACING ASSOCIATION AMERICAN SECTION

2003 Annual General Meeting Minutes

Notice is hereby given that the 2003 Annual General Meeting of the Association will be held during the 2003 North American Championship at the Falmouth Yacht Club at a date and time TBD.

AGENDA

- 1) President's Report
- 2) Secretary/Treasurers Report
- 3) Regional Coordinators Comments
- 4) Scheduling for 2004
 - a) 2004 North American Championship to be held at Santa Cruz Pre-Worlds 2004.
 - b) 2004 Worlds in Santa Cruz - update from SCYC
- 5) Vice President's Report and Class Awards
 - a) Dave Cahn Trophy
 - b) Service Award
- 6) Election of Class Officers & Other Offices
 - a) Vice President-2 year term.
 - b) Secretary/Treasurer-2 year term.
- 7) Open Forum Discussions

President's Report

Well folks, it's been a year. While I can honestly say I enjoy performing the duties as President of the American Section, I also have to admit I wish could have done more. It is apparent to me what an incredible job Jesse did as compared to me. It is probably obvious to some of you also, but I won't mention those names. I would like to recognize the efforts of some key people in our association. Randy Watler for volunteering to maintain the website. It's not a lot of work, but it is a job that relies on getting timely regatta reports and news from other members. Mark Angliss and Ali Meller for making the Harken One-Design of the Month page in Sailing World. It took many hours and emails working with the folks at Harken to make it all accurate. Sue Athmann and Jesse Falsone for the continued success of Tank Talk. Ted Ferrarone and Fred Liesegang for making my job manageable. I will miss them both, but I feel confident that their replacements will step up and do what it takes.

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I apologize for not attending this year's North Americans. I am still learning how to blow off the family more than every other year. In summary, I look forward to performing my duties next year. Once it's all over, I'll be able to look back and be proud that I pulled it off, hopefully.

Get Stoked,
Aaron Ross USA 7156

Vice President's Report And Class Awards

No one is more sorry to miss this NA's than I am. While you are screaming past the beach tomorrow, and thinking "does it get any better than this?," think of me, in back to back sessions of statistics and accounting.

That being said, I will keep my report both short and sweet. My tenure here has come to an end, and it has been a busy two years. I have not had time to accomplish all that I set out to do, but I hope I have a positive contribution. Carl Smit has volunteered to take over my role as VP, so I leave you in good hands.

One of the highlights of being the Vice President is chairing the Trophy Committee. Every year, I receive dozens of excellent nominations for both the Cahn & Surtees awards, and I am always amazed by the depth and breadth of contributions

made by American Section members. It is truly a challenge to pick each year's award winners, but this year, I think we have two truly excellent recipients...

Winner of the 2003 Dave Cahn Trophy: Paul Von Grey; and the 2003 winner of the Surtees Service Award: Jesse Falsone.
Ted Ferrarone

Secretary's Report

Hello all,

The American Section of the International 505 YRA is doing very well. Through the tremendous efforts of many of the sailors, most notably Barney Harris, Mark Angliss, and Dan Merino, memberships have gone up last year after a dip the previous year. Many people who let their memberships lapse have re-joined through enforcing a policy of having only current paid members participate in the major regattas. The class can only remain viable if everyone pitches in! If all you can do is pay your dues, that is OK, as long as everyone does at least that! People can now use PayPal online to join to make things even easier. It isn't a lot of money, and it helps us all.

What has this accomplished you may ask? When I started we had a bank balance of about \$3500.00. We now have about \$6500.00. That gives us some capitol to help ourselves! We can run clinics like Mark Angliss has done in the Colorado fleet. We can promote the class at events like Sail Expo, that John Wyles putting together next month. A few teams did some exhibiting on both coasts last winter. We have a promotional video in the works. Ted Ferrarone put together a new flyer to show prospective members. Not to mention all the work involved in putting together our terrific Tank Talk, put together from the amazing work of Sue Athmann. And the list goes on...

The 505 is a great boat, sailed by even greater people. It has been a privilege to serve as secretary/treasurer to such a tremendous class. But alas my time is almost over. I'd like to thank everyone for helping out, especially Jesse, Aaron and Ted whom I have worked with for the past two years. Good luck to all!

Fred Liesegang
USA 4936, USA 8645, USA 8484

Regional Coordinator's Reports

Mid Atlantic - Bob Patterson reports lots of growth in the SSA fleet. He noted the recent success of team CSC at the worlds and promised breeze in the Chesapeake for the upcoming Mid Atlantic Championship. New England - Drew Buttner reports that it was a soft year for attendance, but that the New York Fleet is experiencing resurgence, and hopes they will bid for the N.A.s or World's (noting a World Championship in the 60s) was a big success. College sailors including Nick and Dave will help recruit sailors when the word gets out to college sailors and college coaches who know the 505. There was a plug for an event at Raritan YC on Sept. 22nd and the comment that Larchmont YC provides meet in the middle venue for Mid Atlantic and New England fleets.

West Coast - Jeff Nelson made a plug for the Santa Cruz N.A.s and World's. "It's my favorite place to sail, West Coast conditions with big wind and big swell."

Elections

The following officers were unanimously elected:

Vice President - Carl Smit
Secretary - Doug Hagan

Open Forum Discussion

Reaching legs:

Tim Collins mentioned an ongoing debate about reaching legs on one of the use lists.

Peter Alarie said that the reaching legs were a pointless leg, a mindless parade with very little action. He favors double or triple sausage. The comment was made that tighter reaches will favor heavier crews and that windward/leewards provide a nice balance.

The comment was made that junior sailors are sailing either windward/leewards or trapezoids. In many cases the jibe mark just restricts movement during wire running. Often times race committees get it wrong anyway, and one of the two reaches becomes a two sail reach. There was some consensus that tightening the reaches will

mean a new round of kite development or necessitate carrying two kites.

Tom Kivney - a die hard reacher - "I'm convinced, wire running is more fun and it keeps the fleet together:"

World's Report

Peter Alarie gave a nice rundown of the AGM at the World's as well as recent developments in the class. He mention that Carter Jackson's boat was a great deal and available immediately.

N.A.s Schedule

There was some discussion about having the 2005 N.A.s at Kingston. The requirement for the N.A.s to be held in August was reiterated. West Coast teams are interested in having the 2006 N.A.s at the Gorge. 505

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Sailing World's Harken Showcase Features the 505

Working with the great folks at Harken was an enlightening experience on both sides. Given I have zero-to-no experience with commercial art or advertising certainly left me in the crew position for the generation of the showcased 505. As we all know, but not at first an obvious issue for Harken is the wide variety of ways a 505 can be rigged. This posed the challenge of exploring different systems and establishing what was to be presented.

The other issue was that all 505 systems could not possibly be depicted in a one page magazine spread. A Sunfish or Opti certainly, but not a 505! Only a few systems would be chosen that featured some of the newest hardware available from Harken.

After weeks of drawing, rigging schematic & email exchanges, things began to gel. Given some of the artwork had been gleaned from 1980s publications, the general appearance of the 505 that was to be presented needed updating. Ali Meller's sharp eye contributed greatly to refine the 1/2 model artwork with high aspect foils and the LLS. After some proof page exchanges, the last minor details were ironed out. Since there are still many systems on a 5-oh that can be presented, I'm hoping there will be more future opportunities for another 505 showcase. Again, my thanks to the people at

Harken and a special thanks to those of you that answered my questions about your rigging.

Mark Angliss

SPECIAL THANKS

Team Tuesday and Team CSC would like to thank the following people for generously donating their time and efforts in getting the Worlds container to and from Sweden safely:

**Macy Nelson
Henry Amthor
Tyler Moore
Clayton James
Tom Hurwitch
Andy Zinn**

Also, special thanks to Hampton Yacht Club for the use of their facilities!

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FROM BUBBLEWRAP TO THE GORGE - The fitting out of #8822

by Mike Holt

July 3rd this year, myself and Nige Oswald arrived at Oakland Docks to retrieve our new Van Munsters.

Some time the year before we had both ordered new Pre Preg Van Munster 505's, my reasoning being that it was time I had a new boat, and having had several new Kyrwoods in years past, the Van Munster seemed like a good idea, that and like everyone else I am always looking for that 'slight edge' that maybe the Van Munster would give. Nige's reasoning was simpler, seemed like a good idea after a few beers.

So after much paper work and greasing of rusty wheels we were led to a dark corner of the docks, to find a 20 foot container and 10 bored longshoremen. In no time flat we had the 'bubble wrapped' 505's out of the container, but due to the 'bubblewrap' the bottom boat would not fit in the trailer.... After 10 minutes work the longshoremen left Nige and I to our own devices, for a break. Boats duly loaded we headed to my house.

Before the boats had arrived I thought I had a fairly clear idea how to rig the boat, with it sitting naked in my garage all inspiration vanished! Quick the drill, make the first hole! And thus the mainsheet cleat was fitted. Numerous local dignitaries arrived and offered advice, all duly considered and ignored and work went ahead. Meanwhile, after every fitting went on my boat Nige came by with a tape measure and 'hey presto' a fitting appeared on his boat (505 #8823) the same as mine. After 3 weeks in the garage and with most of the 'jobs' done, it was off to be weighed. Many thanks to Larry at Waterat for making

his scales available. With the lead added it was then off to Santa Cruz to see if the boat floated and the rigging held up. Fortunately everything held together, although the famous Santa Cruz warm ocean breezes didn't appear. We then packed the boat up along with Nige's still untested ship and Bruce and Dave's old jalopy, utilizing a double trailer and a rented Expedition to head for the sailing heaven of the Gorge.

So before you get to bored, the boats arrived safely in Oregon, the old jalopy prevailed, the new boats showed



promise and held together, although Nige will learn quickly how tough the side of a Waterat is, and the refits shouldn't take to long! Reminders for the next time, it costs more and takes longer than you expect! But it's very cool to have a new boat! **505**

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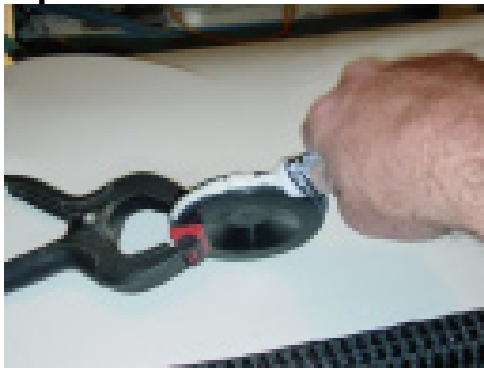
SINK OR SAIL?

Top secret tank-sealing tip from the desert.

By Bill & Rhonda LeFevre 505 #6988



Check potential leak sites with a spray of soapy water while blowing air into the tanks. Don't forget to test the drain plugs too.



Use lots of pipe dope applied to the threads of the cap.



You may also dope up the threads on the hull fitting.



Make sure plenty of extra dope is extruded when replacing the cap, and retest to confirm a good seal.

One of the first things that should be done when rehabilitating a former garden pond into a world beater is to ensure that the boat will be safe on the water. Yes, the tanks must be sealed even before rigging your new Long Luff Spinnaker. Thanks to Ali and others, the international web page (www.int505.org) has loads of advice on how to manage each job that could come up. Included, is a detailed explanation of how to find tank leaks without actually destroying your boat. Be very careful blowing air into the tanks with the Shop-Vac. If you get too close you could build up enough pressure in the tank to pop it off of the hull. Don't forget to test the drain plugs too. Once you find a leak, document it. Keep a written record so you can go back later to see if a troublesome spot continues to give you problems. Once you find all the leaks, you're ready to start patching. Use epoxy to patch and plug holes that can be rigid. These include old and unused bolt holes. Use a flexible sealant (such as a waterproof silicone adhesive) to seal holes that will be "active". These may include bolt holes for the chain plates, the jib tracks, or spinnaker turning blocks. Serious cracks and holes may need to be repaired or rebuilt with fiberglass.

The major problem on our boat was leaky access ports. They leaked badly. On one swimming expedition, we took on gallons of water. We replaced a cracked housing on one port and an O-ring on another one. We reseated all four with silicone and still found that the ports leaked past the threads. We tried several solutions, but the one we now deem as TOP SECRET is using "Pipe Dope" on the threads. It is available in 3-oz squeeze tubes and at any reputable hardware store. Pipe dope or plumber's putty is waterproof, remains flexible, and is actually made for sealing threaded connections while preventing them from seizing. A liberal application of pipe dope to the male threads of our access ports sealed them up just fine. The job can be a messy if you've got hairy arms and need to work inside the tanks. Make clean up easy by wiping excess pipe dope off with a dry rag first then one with organic solvent. Also be sure to get the pipe dope that's ok to use on plastic (such as non-toxic Oatey Great White Pipe Joint Compound with Teflon). After following the tips shown in the photos, we're still spending time swimming but after righting the boat, Legio Mariae sails again instead of sinking. Now, does anyone have a top secret solution to 25 knot microbursts? **505**

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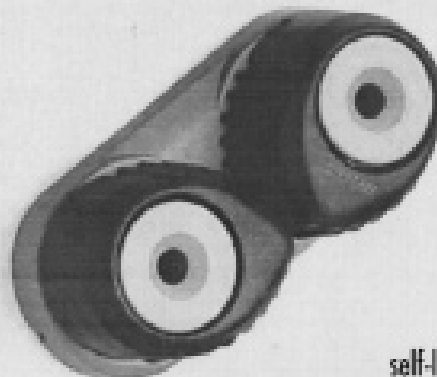
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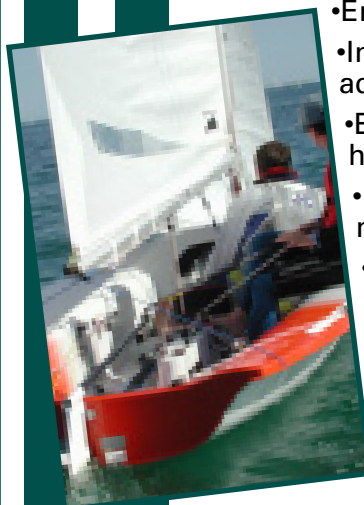
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O'er the Bounding Main

Sailing In Large Ocean Swell

By Barney Harris, Team Spot USA 8643 & 6717

The 2000 and 2001 505 World Championships were conducted in open ocean venues. One way that ocean sailing differs from bay or other more sheltered water is the existence of large swell. When I say large I am referring to wavelengths from 100 to 400 feet and amplitudes of 3 to 20 or more feet.

In the 2000 505 Worlds in Durban, South Africa the winds ranged from the high teens to the low 30s and higher with 3-4 foot wind driven chop and swell that ranged to 20 feet. Jesse and I found that the apparent wind would often vary dramatically with each passing swell, alternately overpowering the boat, just to shut of and teabag Jesse into the shark infested Indian Ocean.

The next year in Portugal, we had lightish winds in the 5-10 knot range and a long low ocean swell of about 3 to 5 feet trough to crest and several hundred feet in wavelength. During practice before the first race Clayton and I noticed a dramatically changing apparent wind with every passing swell. Keeping the boat loaded up in these lighter conditions was challenging. It seemed that just as Clayton was on the wire and we were settled into the increased wind, the breeze would shut off and we'd be scrambling to get back into the boat. No matter how fast we'd move, we were always in a state of transition. This was driving us nuts; we had to figure out a better way. We set out to figure this out over a few beers and a bowl of nearly inedible fish gut soup.

We started with basic wave mechanics and in particular the motion of the water. If one were to somehow release small, neutrally buoyant objects at depths from the surface to the sea floor, one would see that the objects at the surface move parallel with the wave's motion, moving in the direction of wave propagation with the crest and in the opposite direction with the trough. The object will

remain roughly at its release depth and will move in an approximately circular path. The objects at greater depths will follow a similar path but the motion will be more elliptical with a smaller vertical and nearly the same horizontal component. A particle at the sea floor will move horizontally with a still smaller amplitude. The salient point here is that the water near the surface moves with the waves at the crest and opposite to the waves in the trough.

Armed with an understanding of the underlying mechanics, we put it into practice. At the 2001 Worlds in Portugal, we sailed several races in a long, low swell from windward. While sailing upwind, we would look for the well-defined crests and troughs. When a well-defined trough approached, Clayton would head out onto the wire a second or two before the surface flow dragged us to windward, increasing the apparent wind. Just as the trough passed, he would swing into the middle of the boat before the crest shoved us to leeward and shut off the wind.

It took some practice to first figure out what affect each trough or crest would have on the apparent wind and second by how much to lead them. The sea surface is a combination of wind driven waves and any number of swell from a variety of directions that add to and subtract from each other. In Portugal we found that there was a significant effect on the pressure with only very well defined troughs, so if a large swell's trough was muddled by another smaller wave's crest, there would be little affect. Interestingly, we found that there was a significant effect with every crest—even when it was not a large, well pronounced one.

The swell had the greatest effect when on the beam presumably because the foils present a large area for the

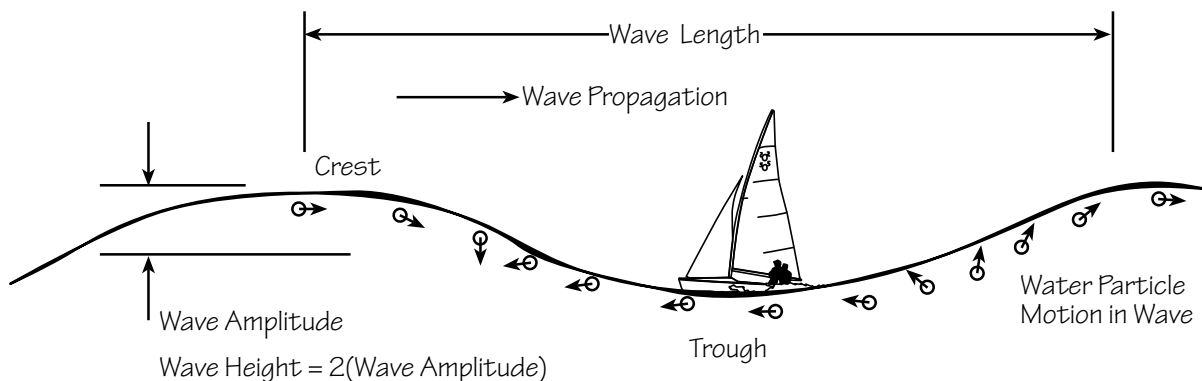


Figure 1. Water near the surface of a non-breaking swell moves with the waves at the crests and opposite to the waves in the troughs.

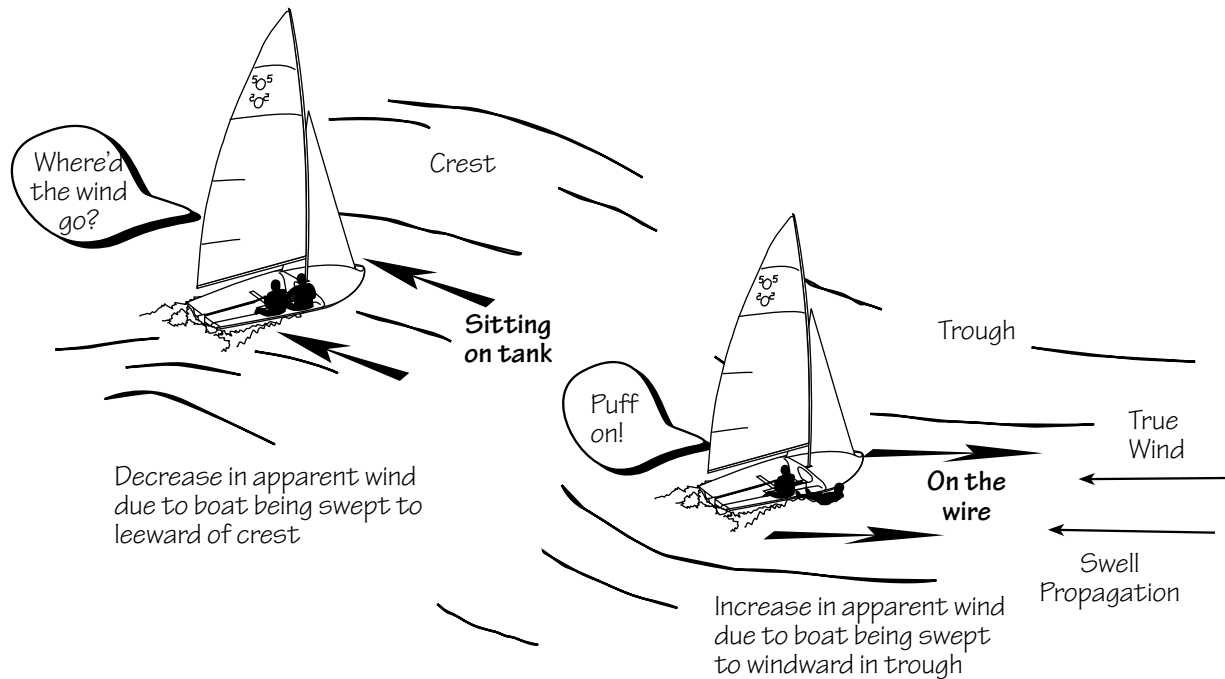
Swells CONTINUED

water to latch onto and will translate the boat laterally. So, for example, when the swell is, say 45 degrees to the left of the true wind, a boat will experience a smaller effect on close hauled starboard tack, since the water is presented with hull and foils head on. In this case a boat on close hauled port tack would see a more pronounced increase and decrease in apparent wind with each passing swell, since there is greater lateral resistance.

With the swell abeam, while sailing DDW, the apparent wind would alternately shift first making a boat headed DDW to the true wind direction by the lee and then on a broad reach. For example, a swell from the left of the true wind will cause a boat on starboard gybe to experience a lift with every crest

and a header with every trough. A crew must alternately guy the chute around the headstay when “lifted” by the crests and then release the pole to the headstay and sheet in hard as the apparent “heads” in the trough.

A driver and crew sailing in large swell that steers to the jib tell tails and balances the boat in response to the pressure will always be in a reactive mode and therefore out of phase. A better way is to get some advanced knowledge on what is coming. Fortunately the information we need is right in front of us in the form of the waves and swell through which we sail. The crew can use this information to keep the sails loaded up and the righting moment matched to the available power. **505**



OK, I promised Jesse to not have any equations, but there is no way to hang numbers on this without one, so here is an approximate expression that relates the horizontal component of the water motion to wave length, amplitude, and water depth:

$$U(x) = A \exp(-2(z/L)) (2(g/L))^{1/2} \sin(2(x/L))$$

Where L = wave length

A = wave amplitude = trough to crest / 2

G = acceleration of gravity

Z = water depth

X = horizontal distance

So how does this compare with what we have seen? Sailing at the 2000 Worlds in South Africa we had waves and swell that ranged to 20 feet in height, or an amplitude of 10 feet and wavelengths which I estimated (using my calibrated eyeball) at around 400 feet. The above expression says that the water at the crest is moving at around 4.2 knots with the wave and the water at the trough is moving at 4.2 knots in the opposite direction. If the waves are moving in the same direction as the wind, this corresponds to a difference of 8.4 knots. So sailing to weather in a true wind of 20 knots in such seas will seem as if you get a gust to over 24 knots at every trough and a lull of 16 knots at every crest. This corresponds pretty well with my recollections— we went from being overpowered to underpowered with every large swell.

At the 2001 Worlds in Portugal we had a true wind of say 8 knots with swells of say 6 foot height (3 foot amplitude), and wavelengths of 200 or so feet. This equates to a water velocity of 1.8 knots. In the lightish true wind of around 8 knots, a sailor would see a puff to nearly 10 knots in every trough and a lull to 6 knots on every crest. This also corresponds well with what we encountered—wind pressure that had the crew sitting on the thwart to partially trapped out.

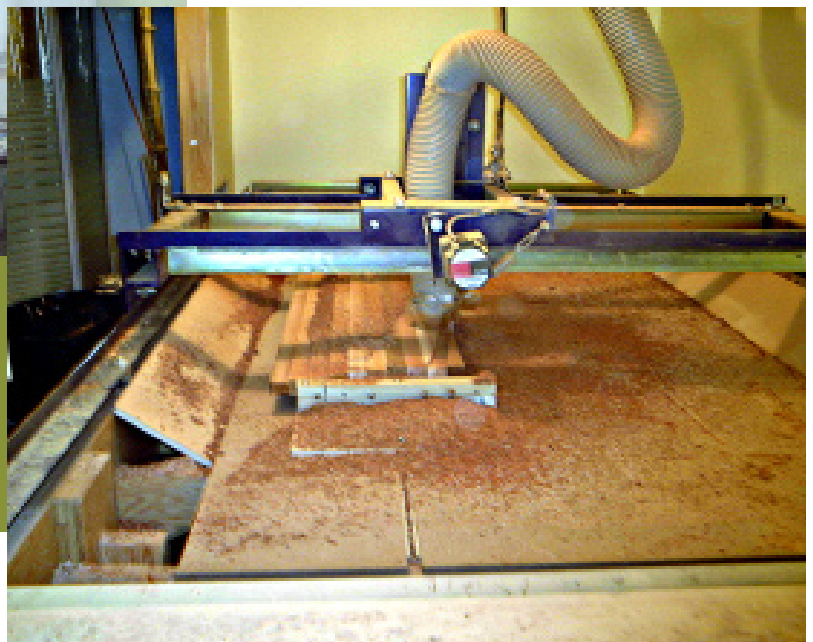
Custom Composite Foil Fabrication

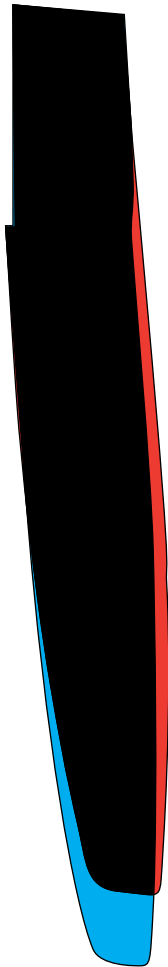
by Phil Locker, *Phil's Foils & Composites* (www.philsfoils.com)

As way of introduction, I've been sailing Fireballs since 1995, and like 505 sailors, Fireball sailors like to tinker with their boats. I'd been building my own hand-shaped foils (with one set helping me to a 4th at the North Americans), all the while watching the price of a certain CNC milling machine climb higher as target markets moved from home hobbyist to the small business. I often thought about the great foils I could build with a milling machine rather than hand-shaping the core myself.

The wide sweeping layoffs in the Telecom industry gave me a chance to see if I could successfully run a small

business building foils. I felt there was a niche available for the custom builder, and with local software jobs being nonexistent, I thought it was worth the gamble. In the fall of 2002 I started equipping a home workshop with the aforementioned CNC milling machine (three axis, 4'x8' table, with a 2.5hp router doing the cutting), a second hand Pentium II PC as an overpowered DOS box to run the CNC controller, and all the other necessary tools. I have a laminating station that's separated from the rest of the airspace by vapor barrier and is vented to the outside. I fitted my sanding station with a downdraft table to help reduce dust. And recently I built a paint shed in the yard so that I can work with the more volatile paints (i.e. linear polyurethanes). I use only epoxy resins (West System™ for bonding and flow coating, and ProSet™ for laminating) and I'm careful to keep them out of the general airspace of the house. Now that this is a business and not a hobby, I also wear an organic vapor respirator whenever I'm working with epoxy, and make sure its fully cured before sanding. Developing a case of epoxy sensitivity would not be a good thing! I've found that the most difficult skill to develop is that of applying a world-class final finish. Fortunately,





my customers have all been very understanding of minor finish issues, and I'm careful to price my products at a level commensurate with my own learning curve.

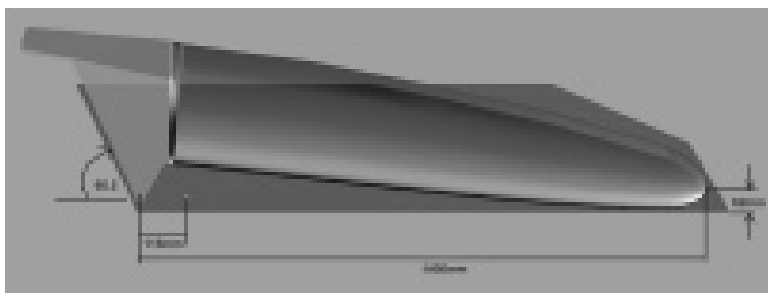
My operation relies on good software. I'm using RhinoCad® as a 3D computer aided design package, and VisualMill® as the milling software that takes the Rhino files and generates cutting instructions from them. Making a specialty custom part really does make sense with this setup. Customers requiring a different lamination schedule or foil section (other than the standard NACA 4 digit section) are easily serviced. It takes just one to two hours to generate a new 3D surface over an existing planform (i.e. profile) and then generate the milling instructions. After this initial design work, the project proceeds as normal—mill the core, sand out the machining marks, complete the layup, vacuum-bag, fair, post cure, paint, and ship. It is also relatively easy to come up with an entirely new design if that's what the customer desires. The CAD software easily calculates wetted area for comparison to existing foils, and can superimpose one foil over another to

demonstrate the evolution in design.

I'll walk you through a couple of early projects that were ordered by 505 customers kind enough to take a chance on this fledgling business.

Van Munster Centerboard

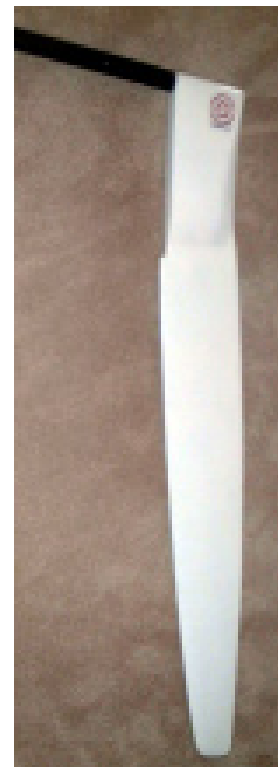
A request came in to build a high aspect centerboard for a Van Munster 505. The difficulty was that the Van Munster's centerboard case is shorter than both the Waterat and Rondar. I had on hand a tracing of a centerboard that was said to fit a Rondar. This was used as the basis for the planform design. From there, we had to decide on the foil



section, core material, and lamination schedule. The customer emailed me a dimensioned 2D CAD drawing of their centerboard case. Inputting this file into my design software, I was able to increase the length of the board while retaining the desired wetted area by modifying the tip (a bit more round) and the angle on the head (to match the front of the case). After a new pivot point was selected (forward of the original point), my CAD program was able to rotate the board around this point to visually confirm that the board would not have any interference problems with the case. By trading CAD drawings back and forth by email we were able to quickly settle on a specification, and the centerboard was milled soon thereafter.

Very High Aspect Rudder

Ali Meller and Jesse Falsone contacted me to build a rudder of very high aspect ratio. The specifications were to keep the wetted area and sweepback angle similar to the 2002 Waterat high aspect ratio rudder, but to increase the wetted length to 37 inches. After a couple of iterations of sending them rendered CAD drawings and getting their feedback, the design was quickly finalized. Such a thin blade was going to require a substantial carbon fiber layup in order to survive heavy loading, like during a full stall condition. With help from a spreadsheet formula provided by Barney Harris (a variation on cantilever beam theory that uses a foil cross section rather than a rectangle) a suitable layup was determined. With the waterline area being under such a high load on this rudder, I wanted to keep the lamination fibers as straight as possible to maximize strength. Rather than flaring the core out at the head (where the fittings attach) the core maintains its foil shape right up to the tiller tube. This removes any hard spots in the carbon layup caused by the laminate bending around the rudder head flare. After applying the carbon, cheeks of red cedar were laminated over the carbon skin to form the rectangular head section, and then the whole assembly was vacuum bagged.



My typical approach is to determine the outside dimensions of a foil, then subtract the skin thickness, and design the core around the resulting numbers. I



had concerns that with the skin being such a significant percentage of the overall thickness of the foil we would be pushing the boundaries of accuracy of this approach. Fortunately the blade has proven to be a success (see sidebar by Ali).

Future Research and Development

The production side of the business has been keeping me from doing as much R&D as I'd like, but I feel there is a lot to be learned in terms of foil size, stiffness, flex, and twist. As Bransford Eck pointed out in his landmark article on foil design (*Tank*

Talk, March 1976), the amount of lift generated by your foils is directly proportional to the amount of righting moment the helm and crew are able to generate. A typical 160 pound helmsman and 200 pound crew will generate about 1850 pound-feet of righting moment, whereas a light team weighing in at 160 and 140 respectively may only generate 1400 pound-feet—25% less. In equilibrium, the righting moment balances both the heeling moment of the sails and the side force of the foils. Divide the available righting moment by the distance between the center of pressure of your sails and the center of lateral resistance of your foils (in the 505 that's about 12.5 feet), and the result is the maximum side lift that your foils need to generate. For the heavier team, this comes to about 148 pounds, while the lighter team only generates 112 pounds. Tailoring the size and stiffness of the centerboard to match the crew size may give performance advantages, especially in windy, puffy conditions.

I've built a jig that applies pressure uniformly to the backside of a foil, and can very accurately measure deflection along its length (using my CNC milling machine as a test probe). This will allow me to build a database of real world data as I build more boards and experiment with flex tips and tapered layups.



505

It's a Rudder

The Team CSC budget included a few dollars for R&D, and Jesse and I decided that rudders was something we could afford to experiment with. The America's Cup boats use very high aspect ratio rudders, and there are indications that rudders as deep as centerboards may be good. Our budget was enough to have Phils Foils build us a rudder, so after coming up with a design (planform, area, rake of blade, section and how much carbon it needed) in a four-way e-mail discussion between Phil, Jesse, Barney and Ali, Phil built us a foil. Our specs for the tiller angle were not clear enough, so we had to do a little work to get the rudder to fit the boat with the tiller at the correct height, but once that was done, we had a cool rudder. It is noticeably deeper and lighter than the Waterat rudder I have. Jesse put it across two chairs and sat on it (though he did not bounce on it). We used the rudder at the first Larchmont event and the East Coast Championship, winning both. We also used the rudder at the pre-worlds and World Championship. We seem to be quick with the rudder. I have stalled it on a few gybes, and once or twice while reaching, but I think this can be dealt with by altering our technique slightly. The rudder has withstood several heavy air races without any sign of trouble.

SAILING STRONG

It's All In The Wrist

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

Your forearms provide strength for sheeting and gripping. It is important to keep these muscles strong, not only for performance but to prevent excess strain on the elbow and wrist joints. To keep your wrists and forearms strong we recommend the following exercises.

Note: If you have struggled with wrist, shoulder, or elbow injury (such as carpal tunnel or tennis elbow) please consult with your physician prior to performing the exercises.

Start with 1 set of 10-15 repetitions. Progress to 1 set of 15-20 repetitions and then perform 2 to 3 sets of 15-20 repetitions with a 30-60 second rest between sets. Give a minimum of one day rest after doing exercises to assure adequate rest for the muscle groups.

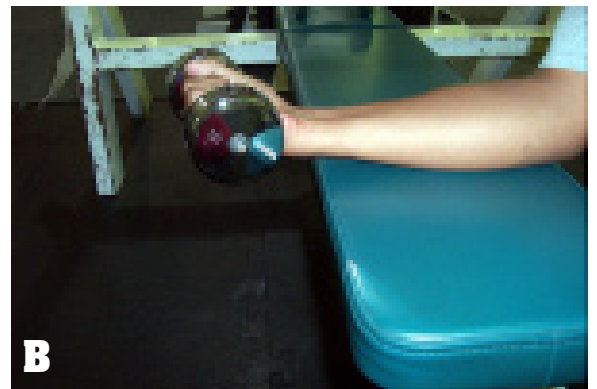
BALL SQUEEZE:

A simple way to increase your grip strength is to squeeze a small ball, like a tennis ball, in your hand. This is a great exercise for those of you short on time. Keep a ball at your desk or in your car and give it a couple squeezes while on a conference call or at a red light. You can build grip strength and relieve tension at the same time.

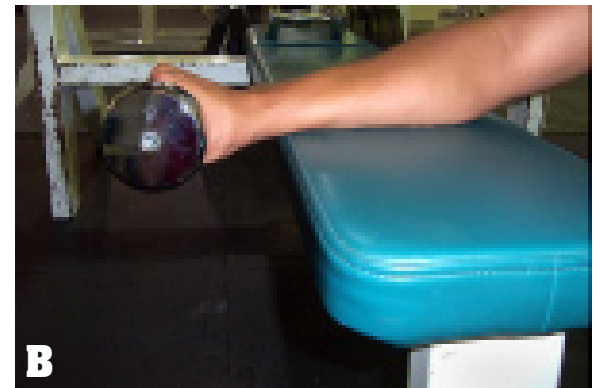
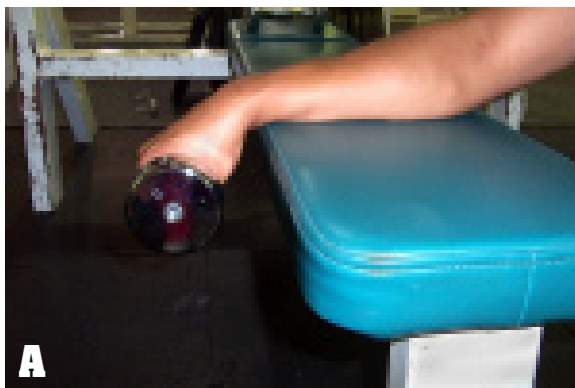
WRIST CURLS:

Sit with your forearms resting on your thighs or on a bench. Relax the wrist and then curl wrist back toward you. Perform the exercise both palm up [A] and palm down [B]. Start with 3-5 lb. dumbbells and add weight slowly as you get stronger.

Wrist Curls



Reverse Wrist Curls



Strong CONTINUED

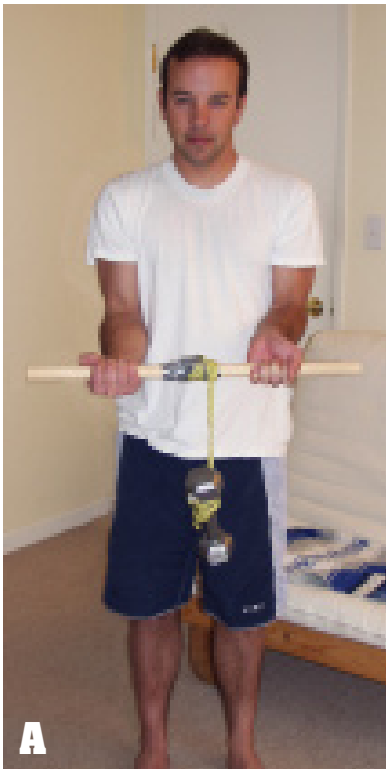
WRIST ROLL:

Equipment Secure a rope to a pole and attach a weight (start with 3-5 lbs and add weight as you get stronger).

How to perform this exercise:

- * Hold the pole at waist level [a] or at shoulder level [b] (for more shoulder work)
- * Slowly roll weight up to the pole and then back down while maintaining a straight forearm and neutral spine.
- * Keep abdominals tight and knees slightly bent to support the lower back.
- * Perform exercise palm up [A] and palm down [B&C]

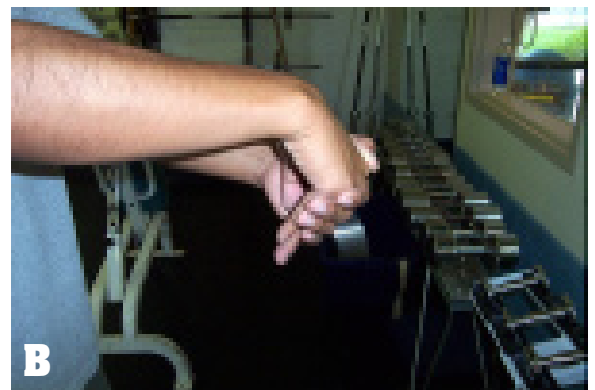
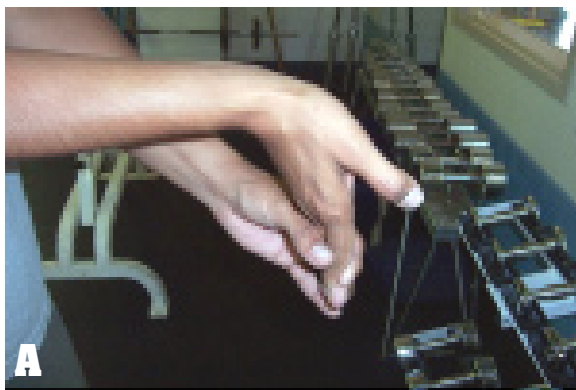
Wrist Roll



STRETCH:

Stretching your wrists after these exercises is important for your wrist health. Gently pull your fingertips down toward the floor with both your palm up [A] and palm down [B].

Wrist Stretch



Articles in this issue of Sailing Strong have been adapted from "Fit to Sail" by Wendy Willis, which is soon to be published and available for all.

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

PACIFIC COAST CHAMPIONSHIPS

Mission Bay Yacht Club/May 23-25
Light to Moderate Winds

PLACE/TEAM	POINTS
1 Hamlin/Alarie	16
2 Hagan/Park	23
3 Adamson/Norman	32
4 Thompson/Downing	44
5 Miller/Allen	61
6 Jenkins/Merino	62
7 Beeckman/Benjamin	64
8 Taugher/Tripp	66
9 Lieb/Smith	69
10 Chatham/Nelson	70
11 Wheeler/Mais	73
12 Ross/Tilley	100
13 Strellis/Strellis	107
14 Lowry/Byron	111
15 Jeangirard/Guy	112
16 Schnelker/Liebat	118
17 Jue/Winger	128
18 Deardorff/Picard	147
19 McKinney/Kurzava	153
20 Billings/Billings	154
21 Nelson/Hamlet	175
22 Davis/Freile	180

EAST COAST CHAMPIONSHIPS

West River Sailing Club/June 20-22
Light to Heavy Winds

PLACE/TEAM	POINTS
1 Meller/Falsone	19
2 Collins/Smith	20
3 Bixby/Booth	20
4 Boyd/tenHove	25
5 Amthor/Amthor	38
6 Harris/Saunders	58
7 Tihansky/Romey	63
8 Nelson/Russell	68
9 Kivney/Johnson	71
10 Robson/Jorgensen	75
11 Fowler/James	87
12 Moore/Marini	96
13 Hauer/Mehaffey	104
14 Phillips/Schumpert	106
15 Enright/Nelson	111
16 Dietz/Hurwitsch	119
17 Papadakis/Renda	142
18 de la Rie/Freedman	143
19 Wyles/Beardsley	144
20 Mignerey/Spillane	156
21 Legg/Perez	189
22 Watson/Patterson	189
23 O'Brien/Maden	190
24 Maldari/Maldari	208
25 Lieberman/Lieberman	208

2003 NORTH AMERICANS

Falmouth Yacht Club/August 23-24
Light to Heavy Winds

PLACE/TEAM	POINTS
1 Moore/Alarie	7
2 Collins/Smith	14
3 Hagan/Woefle	17
4 Bixby/Booth	26
5 Chatham/Nelson	28
5 Boyd/tenHove	28
7 Amthor/Sparkman	30
8 Fowler/Fowler	37
9 Herlihy/Buttner	49
10 Kivney/Kitney	57
11 Fowler/James	64
11 Robson/Jorgensen	64
13 Bush/Gillies	76
14 Dietz/Hurwitsch	80
14 Meyer/Thirumalai	80
16 Siegal/Nelson	81
17 Breton/Coe	82
18 Millican/Campbell	89
19 Moore/Marini	100
20 Ashby/Adams	109
21 Long/Long	110
22 Gesing/Gesing	116
23 Russell/???	119
24 Breton/Breton	129
25 Stone/Renda	142
26 Lieberman/Lieberman	155
27 Ryan/???	175
28 Watson/Patterson	178
29 Maldari/Maldari	179
30 Angliss/Keating	190
31 Openshaw/???	204
31 Tihansky/Romey	204
31 Hauser/Mahaffey	204

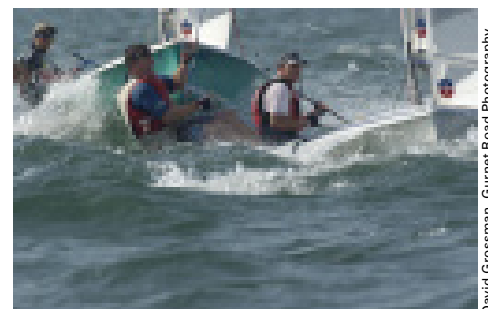


Michael Brown, The PiratesLair

2003 Pacific Coast Championships



The Dynasty



2003 North Americans

David Grossman, Gurnet Road Photography



SUBMIT

regattas

2003 MID-ATLANTICS

Severn Sailing Assoc./October 23-24
Light to Moderate Winds

PLACE/TEAM	POINTS
1 Meller/Falsone	18
2 Amthor/Amthor	18
3 Hasrris/Saunders	20
4 Herlihy/Buttner	34
5 Hauser/Mehaffey	34
5 Nelson/Hurwitch	37
7 Papadkis/Long	44
8 Wyles/Dnaziger	47
9 Tihansky/Romey	49
10 de la Rie/Schumpert	75
11 Patterson/McGowan	79
11 Place/Spillane	92
13 Mignerey/Gay	96
14 Watson/Watson	108
14 Seiple/Reid	116
16 Bergquist/Bergquist	
17 Legg/Baetjer	
18 Stone/Crew	
19 O'Brien/O'Brien	
20 Lieberman/Lieberman	
21 More/Marini	
22 Parramore/Parramore	

2003 MELGES 24 WORLDS

St. Francis Yacht Club/October 11-17
Light to Moderate Winds

(The following 505 sailors competed in the Melges 24 Worlds, won by 14 year old Samuel Kahn. He, by the way intends to sail the Santa Cruz Worlds next year. If I missed your name on the rosters I'm sorry.)

PLACE/TEAM	POINTS
7 Bruce Edwards - crew	
33 Kerry Poe - skipper	
49 Dennis Surtees - skipper	
50 Hubert Guy - skipper	



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EAST COAST

Drew Buttner

Another great summer of racing has concluded in Region I. I personally had a great time, so great in fact that I got too excited and found myself named the new Region I Coordinator. I can only hope that I partially fill the big shoes left by Tim Collins.

This summer was highlighted by an extremely successful North American Championship at Falmouth YC. Congratulations again to Tyler Moore/Peter Alarie for dominating on the water and to the Hurwitch brothers for putting together a spectacular event.

Stay in touch at <http://www.ne505.org> as the schedule of events for next year will hopefully be available in the near future.



Bill and Tims excellent adventure.



David Grossman, Gurnet Road Photography

NORTHWEST

Paul VonGrey

Here are our “thousand words”. Picture pretty much says it all. The top photo is of Fritz Lanzinger and Jay Renehan off the breakwater at Shilshole Marina after the Fleet Championships. The CYC hosted event capped an extraordinary summer of sailing in the Northwest. While we’re loath to tell you, we went 90 days with little or no precipitation. And with enough wind nearly every one of those to adequately fill all sails. The fleet wandered up and down the Northwest for regattas but an informal No.WA/So.WA division developed as Columbia River 505 sailing continues to grow.



Sustained 20, gusts to 40.



Gorge One-Design mark rounding

THE ROCKIES

Mark Angliss

For us in the Denver area, March went out like a lion leaving 4 to 6 feet of snow. The bad news is it seemed sailing season would never appear. The good news is that when it did a few weeks later, the reservoirs and lakes were at close to normal water levels after 2 years of drought and record low water levels. The annual Fleet 36 fix-your-boat weekend brought several boats to racing condition in time for our first sailing event the Fleet 36 Shake-Out. 505s arrived at Cherry Creek reservoir from as far away as New Mexico where we rigged, measured for calibrations & took to the water for

practice and to compare boat speeds with various tuning adjustments. Several club-sponsored regattas were sailed in the spring including a trek to Casper, Wyoming to sail the Wyoming Governors Cup. In this part of the country, venues are far apart where driving is part of the program. Fleet 36 held it's self-sponsored race frenzy at Union Reservoir in Longmont, CO where we set up our own short course and get in as many races as possible. This event has become very popular with the fleet since the time spent is quality competition with little time spent waiting for RCs to set courses and other classes to start. The downside was originally thought

to be that little exposure of the 505 class was given without the audience of a larger crowd. This proved not to be the case as we did capture the attention of others, and we gained a new member! The region's highlight for the year was the coaching clinic at Lake McConaghy (Big Mac) Nebraska featuring Mike Martin as the coach. Members from Oklahoma City's Fleet 39 made the long drive to spend the information and sailing intense weekend with Fleet 36 members. For several Fleet 36 members, the North Americans was another great venue that was well-worth the long haul from Colorado to Falmouth. Though we placed well at the back of the pack, there was a tremendous amount to be learned with some of the best people and sailors on the planet. The seemingly short season wound down to an end with a bit more self sponsored racing and club regattas. Now, with the passing of the Aspen changing to autumn colors and the arrival of frosty mornings marks the end of another season as the reservoirs are closed with floating docks packed away for another winter. The cold months will still bring fleet members together for some boat work projects. On Superbowl Sunday, we will meet again to plan the 2004 season.

When Irish Eyes Are Smiling

By Aaron Ross



Aaron Ross and Gary Frost at the Monkstown Sailing Club dinghy park.

CONNOR ROSS

I had to escape from the Monkstown Sailing Club every night. By the third night, it was not a surprise to some. But it still took skill to get past Steve the bartender, and his handful of shots. Monday morning, three doors down at the Bosun B&B, a not so flattering story was overheard, “At about one, someone asked where Aaron was. Jim figured he was using the head. ‘No, he’s run off again.’”

The visiting Brits were drinking until well beyond 3am each night, and my brother

Conor and I had no intention of settling any old bets between nations in the 505 class.

I was heading to Ireland, traveling with the family, and missing the North Americans in Falmouth, Massachusetts. I contacted Cork fleet captain Kieran O’Leary to meet up for a pint of Murphy’s. It just so happened the Irish 505 Open was the last 3 days I was in that beautiful country. And it just so happened that Kieran could find me a boat and crew. It was an opportunity I could not pass.

Gary Frost bought 8216, a green and white Rondar with two partners last year. It’s a fine 505 with simple yet functional rigging, a kick-up rudder for the shallow concrete ramp, and a roller furler that works quite well. The upwind sails left a bit to be desired, but I brought my big spinnaker with me, and that helped keep us in the hunt. The Cork fleet has several boats like Gary’s and many have not made the switch to the LLS. Did I feel guilty bringing a handgun to a knife fight? No, because the Brits brought Uzi’s.

Sailing newer carbon 505’s seemingly connected with a short length of shock cord, Charlie Walter with Steve Hunt crewing narrowly beat Andy Williams and Andy Edmonds for the regatta win. Okay, so the top two spots at the Irish 505 Open went to teams from the UK. The Irish team of Ewen Barry and Rob Fill finished third. And Gary and I, one of the two international teams, managed a fourth, narrowly beating Jim and Richard Berry, who have a combined 70 years racing the 505. Jim did not want to lose to a Yank, as was obvious at a leeward mark rounding on Day 2. It could have been my Houdini skills at the yacht club bar on night 3, Gary’s Day 3 ability to fly a half-hoisted spinnaker dead down wind with the sheet far under the boat, or Jim and Richard’s capsize in a gybe, but in the end we edged out the British Berry’s by two points.

The regatta capped of a great time overseas, and reaffirmed the bond that 505 sailors enjoy the world over. I made many new friends, and hope to see them all in Santa Cruz for the Worlds next August. I encourage all 505 sailors to contact a local fleet while traveling; it’s the best way to learn about their culture, and drinking habits. 505

Rock the Boat - Rule 42 Enforcement a Violation in the 505 Class

By Peter Alarie

Reading through the sailing instructions at this year's 505 Worlds in Malmö, I was both surprised and outraged to learn that the fleet would be subjected to on the water judging for Rule 42 (Propulsion). The SI's had invoked ISAF Appendix N of the Racing Rules of Sailing (RRS), which empowers the judges to hand out immediate penalties if they think there is a violation of Rule 42. I made a quick tour of the dinghy park, seeking the opinions of other racers. No one else seemed to share my excitement over this potentially hot issue, and to a person everyone thought that I was overreacting. "Relax," said one of my fellow Americans, "it is really no big deal. If you play by the rules, you will not have a problem."

I am only offering commentary on the system, not the people involved. Let me also say that every year I contribute back to the volunteer system, by both judging and running events, so I will not regret offering a few observations for consideration. Okay, back to the good stuff...

My biggest problem with what went on at the Worlds is that I strongly believe that ISAF and individual judges should be seen and not heard. Traditionally, sailing is a sport that relies on the individual competitors for rule enforcement. If you feel that someone broke a rule, you protest them and there is a hearing. The judges hear the testimony and make their decision. It is a time tested system that lets the racers decide how they want to play

riding around in motor boats initiating protests based on what they see.

When you let the judges onto the water and empower them with initiating protests, you create all sorts of problems. Perhaps I have more experience with on the water judging than most, having competed in many national and world level team racing events where active judging is an integral part of the racing. In three-on-three team racing, it is standard to have 3 umpire boats that follow every race, giving the umps a 1:2 ratio of boats that they have to keep track of. In addition, this ratio is effectively eased by the fact that in most team races, boats from opposing teams are paired up, so each judge boat only needs to track one "pair". One would think that

the judges are rarely in a position to make a meaningful call;
their justice is **arbitrary**;
they are rarely qualified to even be making the call;

Well, truth be told, I have a few problems with this. First, I do not think that ISAF or any individual judge should be actively involved in telling the sailors how to race and behave on the racecourse. Secondly, I do not think that on the water judging is fair or effective. Finally, I do not think that Rule 42 (in its current form) should even be in the RRS. I believe that ISAF has really handled this issue poorly, and they are making a really big deal out of what should be a non-issue.

Before I go any further, I need to issue my disclaimer. As a racer I am very thankful for the judges and other support people that volunteer their time to make our racing possible. Without these people and their considerable efforts, we would not be able to enjoy sailboat racing the way that we do. In what follows, I am not taking shots at any one person in particular and I hope that readers will keep this in

the game, and for the most part this system works very well. It is not a perfect system, and people certainly do things that are against the rules, but that is their decision and they will have to live with the feelings that come with being a cheater. If you see someone break a rule, you also have to decide what to do, weighing the consequences of initiating a protest or letting it slide. It is a system of balances and I for one feel that it works very well, particularly in the 505 class where people are much more interested in riding a nice wave than sticking it in at 1.75 boat lengths and demanding room! We do not need judges

with this type of arrangement, getting "good" calls out of the umpires would be easy. However, if you ask anyone that has team or match raced at this level, there is almost universal displeasure with the



Michael Brown, The Pirates Lair

Peter Alarie crewing for Howard Hamlin at the 2003 PCC's

results of this system. Calls are consistently blown or missed entirely, and this has an adverse effect on the racing. Some teams have gone so far as to “play” to the umpires, forcing their way into a foul situation and throwing a flag, knowing that the odds are good that the incident will be green flagged (no foul), or that the other team might even be penalized!

I know this has little to do with Rule 42, but it does illustrate some of the shortcomings of on the water judging: the judges are rarely in a position to make a meaningful call; their justice is arbitrary; they are rarely qualified to even be making the call; and the judges are not shy or hesitant about changing the outcome of a major event. These are harsh words, but as I said, I have also been a judge at these

Rule 42. I can tell you that there were surfing conditions, as we were also pumping and catching waves! Who is right here? You have no recourse if you are flagged, so you suck it up and do your turns (or accept your DSQ if it is a 2nd offense!), but in this case it was the wrong call and they were unjustly penalized. I can tell you that our boys were pretty pissed off at the system then, despite being one of the teams that told me to “relax” about it before the event began!

The bottom line is that no matter how much training a judge goes through, they will never be fully qualified to enforce Rule 42. There are simply too many variables to the surfing or planning puzzle, and unless you are in a boat on the same area of the course, you will never be able to tell

thinks that we have a Rule 42 problem in the 505 class, yet we had on the water judging at the worlds. Who decided that we needed that? Here is the governing body of sailing telling us how to play the game, creating a huge issue where there was none before. I have been sailing 505's for almost 20 years, and I have never heard of a Rule 42 protest, and I have never seen any actions that would have required one! But here they come, ready to tell us that we are all cheating! All of the International Judges have been required to take special training on the topic, and have been “instructed” by ISAF to go to these events and enforce Rule 42 by the new interpretations. Seemingly we have no say in this, and I think it is wrong to be subjected to it.

There are simply too many **variables** to the surfing or planning puzzle

events and I would say that most of the above points also applied to me in many of those situations!

With Rule 42 enforcement in a fleet race, the positioning of the judges is not as big a problem, but the calls that they hand out are arbitrary. They cannot see every boat at every minute, so you can get flagged even though there are 10 other boats on the course doing the same thing. At this year's Worlds, Ali and Jesse were flagged for pumping on a leg that I was also pumping on. I literally heard the whistle as I finished a pump, and had to look around to see who got bagged! This instance calls into question the qualifications of the judges. I spoke to the head judge after the race and asked him about the call. He emphatically stated that surfing conditions did not exist on that leg and that Ali and Jesse were in violation of

when those conditions are present or not. In talking to the judges at the Worlds, they know that it is hard to make these calls correctly. They have worked to understand the new Rule 42 interpretations (see the so called “white paper” on the ISAF site for the complete write up), attending training seminars and talking to competitors. They know it is difficult to get it right, yet they do not hesitate to make the call and flag someone in a marginal situation, thereby changing the regatta for those boats! Is this what we want at our major events?

I feel that ISAF has handled this whole situation poorly. Because of some problems in the Star and Laser classes, ISAF decided that there is a serious problem with Rule 42 in our sport. They have launched some serious initiatives to correct this “problem” and are strong arming classes into compliance. No one

Finally, I think that Rule 42 itself needs some serious work, to simplify it and make it easier to understand. I feel that many of the prohibited actions should be allowed, such as ooching. Ooching is a very powerful weapon, one that is almost impossible to detect, yet they are trying to regulate it. The V-15 class has simply allowed it and it makes the sailing more fun, allowing you to catch waves much sooner. I am not sure how the rule should read, but there must be a better way. The Rule 42 Interpretations paper is almost 5 pages long, and while it does clarify some issues, it raises many more questions. I would suggest that ISAF try and simplify this rule, and then put the enforcement back into the hands of the competitors, where it ultimately belongs. 505

BackTime

This photo was taken on San Francisco Bay in 1968, three years before the World Championships were first held in Santa Cruz, California. Northern California waters have been used three times for 505 Worlds. In 1971 at Santa Cruz the winners were a British team of Derek Farrant and Robin Farrant. During 1981 the Worlds were held in San Francisco with Ethan Bixby and Cam Lewis taking the prize. Santa Cruz hosted the Worlds again in 1992, Australians Chris and Darren Nicholson won that event. The International 505 Yacht Racing Association will hold it's 2004 World Championships one more time in Northern California at fabled Santa Cruz, August 13 thru 20th. Be There.



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

TANK TALK

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