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SUMMER 2004

TANKTALK

THE MAGAZINE OF THE 5₀₅ CLASS, AMERICAN SECTION

Worlds Preview



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Tim Collins and Bill Smith lead Dave Chatham and Jeff Nelson upwind during the 2003 North Americans last August at Falmouth Yacht Club.

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American Section

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www.int505.org/usa

Message from the President

By the time you read this, the 2004 North American and World Championships will be upon us. I for one am ready. In fact, I've been looking forward to this for almost two years, mostly because I get to sail in my own backyard, but also because I will have completed my term as American Section President. It has been a rewarding position, and I hope part of my legacy will be the successful completion of two highly competitive and enjoyable regattas.

During the past two years, I have tried to be the voice for the regular 505 sailor. Domestic world championships are great, and large turnouts for regional regattas are convenient barometers of the general health of our association. But it's the regular, local regattas that provide the foundation for 505 sailing. The friendships and inevitable smack-talk are almost as important to the 505 fun-factor as the thrill of sailing such an incredible boat.

So along that thread, what makes a successful 505 event? Wind and beer: wind fueled thrills, and alcohol fueled smack-talk. OK, I'm not really advocating heavy drinking here, but I am saying that social activities are just as vital to success as good racing. It's a pretty simple formula - run your regattas to be fun on and off the water.

None of our events would be any fun without the cadre of supporters and volunteers that the class attracts. I'd like to take this opportunity to thank all of the people I've had the privilege to work with during my tenure as president. It has been especially rewarding to be part of organizing the world championship.

It's easy to see I don't take myself too seriously. But I do take fun seriously - yours and mine. My goal as President was to not screw up anyone's leisure time. I almost had a perfect record! And, since I didn't hear too much complaining, I'm hoping your leisure time sailing 505's has been enjoyable. For me, the 2004 Worlds in Santa Cruz is just the icing on the cake.

And as always,

Get Stoked!

Aaron
Aaron Ross

Editors Note

The International 505 World Championship comes to US shores but once a decade, and it's only fitting that this issue of Tank Talk address this very special occasion in a grand way. Every column and feature contains information that will help you maximize your worlds experience in Santa Cruz - from sailing, to socializing, to family fun. There's a lot of great information here, but I also understand the regatta organizers have put together an information package so make sure you review both.

You will also notice a first for Tank Talk - a color cover! We thought it appropriate to print this one issue with a more robust cover that makes a statement about the class and about this great publication which is entering its fourth decade. This issue is surely a "keeper", so when you're done reading it, tuck it away in a time capsule for others to enjoy in the decades to come.

Writing and editing Tank Talk continually since 1997 has been a source of great pride and pleasure for me. In fact, no other job within the class association is more fun. It's also been an amazing learning experience, and the effort I've put into the magazine has been very rewarding. My style of editing relies on active class participation, and getting the "scoop" first-hand has been absolutely crucial to good reporting. Having the privilege of traveling to most World and North American Championships since 1997 has afforded me the opportunity to befriend many people throughout the world, and to dig up the inside story from the movers and shakers. With my 505 career uncertain after this world championship, I think it's best to pass the torch to someone who will remain as a frequent competitor through the next several years. I will commit to one more issue as your editor, but I will step down at the end of this season. I hope that someone will recognize this as a great opportunity, and will strive to preserve the editorial standards we have achieved through the years.

Fraternally,

Jesse

SHORT TACKS

Sweden Releases Another Otto

The second hull of the Swedish-built "Otto 505" has made its debut in Northern Europe with numerous improvements over the prototype. One noticeable change is the size of the launcher tube which will make launching and retrieval of the spinnaker a bit easier. Builder Karl-Otto Strömberg is a structural engineer with experience in composite turbines, and he's applied his knowledge to this new hull. The vacuum infusion process is touted to have great stiffness due to its high fiber fraction, and a high density core should increase its impact resistance. The layout and foils were inspired by Krister Bergström, so expect a fast boat right out of the box. For more information on the Otto 505 see: <http://hem.passagen.se/waterat/otto-five.htm>



New at North Sails

Flying Dutchman and 505 sailor, Lin Robson, was recently hired by North Sails Gulf Coast as a sail consultant. Lin has worked in the industry for decades, and Ethan Bixby finally succeeded in talking him into buying a 505 in 2002 (Lin purchased a new Van Munster). Lin was a natural fit into Ethan's franchise North loft, and will supplement Ethan's exceptional sales and service workforce in St. Peterburg, Florida. You can contact Lin at Lin.Robson@northsails.com.

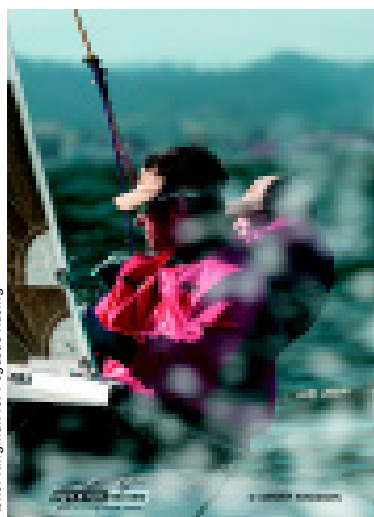


Thinking Outside the Bulkhead

Trevor Baylis hasn't sailed a 505 worlds since 1981, but that hasn't stopped him thinking about the boat. The 505 may not be as developmental as an International 14, but Baylis thinks there's enough room for improvement to make a real difference around the course. With teammate Morgan Larson, Baylis will be experimenting with a number of rigging, boat layout, and sail design ideas that will make their debut at the 2004 Worlds. They have the advantage of being privy to both mainstream 505 thinking, and the projects undertaken by Pegasus Racing. There's no doubt that whatever Trevor comes up with will be interesting. Stay tuned for more developments in the Fall 2004 issue of *Tank Talk*.

Pegasus Racing Building New 505's

Sources have confirmed rumors surrounding Pegasus Racing building new 505's. According to insiders on the Pegasus Racing Team, new hull molds have been produced, and three new hulls will be built by Van Munster. A cursory study, including some Computational Fluid Dynamics, of various hull



Abner Kingman for Pegasus Racing

shapes and the class rules has helped the team determine a good form, which apparently isn't far off from existing hulls (i.e. minimum rocker and flatter sections aft). One of the goals in building the new boats was to create a more user-friendly platform for both Philippe and Shark Kahn in the back. The results of other rigging studies, including a rather interesting scheme for optimizing jib lead positions, may be utilized on the new hulls. Clearly, you can successfully reinvent the wheel, and *Tank Talk* hopes Team Pegasus will shed some light on their progress.



Karina Shelton out for a quiet afternoon on Monterey Bay (or so she thought) caught this humpback whale breaching.



UPCOMING 505 EVENTS

Think the Worlds end the season? Think again.

Up and down the Beltway you've got **Rariton YC**, Sept. 18-19. Sept. 25-26 go to **WRSC**. Don't miss the **Mid-Atlantic Championships**, Oct. 2-3, Hampton, VA. Follow that with **American YC** in Rye, NY who's hosting on Oct. 9-10. WRSC has its **Pumpkin Patch** Oct. 16-17 and SSA is busy Oct. 23-24 with the **Invitational**, and again Nov. 6-7. What about the **Midwinters?**

Hanging out in the Bread Basket? Sept. 11-12 the **Sandusky Fall Regatta**. The 18th-19th free? Wander to the Windy City for the **Gim Hobelman Regatta** and Oct. 2-3 Chicago Yacht Club has some sailing scheduled.

High altitude types can look forward to Sept. 4&5. It's the **Nebraska Guv'nors Cup** at the famed Big Mac. And the **Frostbite** at Cherry Creek Reservoir is Sept. 18-19.

At the edge of the "Rim" in Sept. the Northern fleet can be seen at the **Bellingham Bay One-Design Regatta on the 18-19th**. Kitsalano is always a good time, attend the **BC Championships**, Sept. 25-26. And the **CYC Fleet Championships**, Oct. 9-10 at Shilshole. Nov. 13-14 the **Blunose Regatta** Kitsalano. California can go to the **MBYC 505 Invitational** Oct. 2-3 or the **Fall Dinghy**, St. Francis Yacht Club on the 30th-31st and lastly the Nov.20-21 **Turkey Day Regatta** at Alamitos Bay YC.

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

US Sailing Recognition

Congratulations to Eric Willis for coming to the aid of a mariner, and tending to his medical needs. The Officers, Directors and Members of US SAILING are pleased to present the Arthur B. Hanson Rescue Medal in recognition.

The medal is presented by US SAILING Safety at Sea Committee Advisor Chuck Hawley at the Santa Cruz Yacht Club Board of Directors meeting January 15, 2004 to Eric Willis.

Nominators Name: Bruce Edwards

http://www.ussailing.org/safety/Rescues/9_20_03_scyc_ca.htm

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Photo by Greg Haws

Non-stop

First 505 sailor (and Scandinavian as well) to sail single-handed and non-stop around the world

Jan Moller (505 DEN 8828) did it! After a 169 day travel, several storms, knockdowns and gear failure he succeeded in finishing his adventure in Copenhagen.

Congratulations to Jan, and we look forward to seeing him back in his brand new 505 on the European race circuits this year.

Check his website: <http://www.3minnovation.dk/>



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The Sailor Athlete Council at US SAILING

How We Can Help You & Why You Should Register as a Sailor Athlete

Do you want to enjoy your racing, without unnecessary influence from people or organizations outside of the 505 Class? Then you should register as an athlete and become part of the Sailor Athlete Council (SAC).

What is SAC? How do you make a difference?

The elected members of the SAC are your representatives at US SAILING, and SAC has been given a permanent seat on the US SAILING Executive Committee where many of the most important decisions are made within the organization. If you want an opinion heard at the highest levels of US SAILING, the SAC is the quickest and most effective way to be heard.

Here are some basic facts:

- * If you are an active racer on the national or international level, you are probably eligible to register as a Sailor Athlete.
- * All registered Sailor Athletes are entitled to vote for their SAC representatives. SAC consists of a maximum of 14 members. The next elections will be held this fall and 7 Council positions will be up for nomination and election. Current SAC members include Mark Reynolds and Bob Merrick, both Olympic medalists.
- * All registered Sailor Athletes are also eligible to be nominated and elected to SAC.
- * SAC elects its own Chairperson, who sits on the US SAILING Executive Committee.

* You can learn more about the process, registration and the athlete definition at www.ussailing.org/sac.

Register Today and Begin to Make a Difference

Registration can be completed on-line and you can be prepared to vote in the upcoming fall elections. Please register today and join us in our effort to make the voices of Sailor Athletes heard within US SAILING. If you want to make change, or just want to go racing without being bothered, you should register and become part of the Sailor Athlete Council.

Dean Brenner

SAC Chairman



Notes from the Secretary/Treasurer

THANKS TO ALL OF YOU WHO HAVE SENT IN YOUR DUES for 2004. A special note of thanks to the benefactors who are listed on the back cover! We've received approximately half of the dues from the total requests that were mailed. Our ability to conduct normal business operations hinges upon the collection of annual dues, so please send yours in! The quickest way to remit your dues is through PayPal, the online funds transfer method made popular by eBay (just go to the American Section web site). An important part of this year's registration is the class survey, so please make sure you complete this form. Survey results will be posted in the Fall 2004 issue of *Tank Talk*.

When I reviewed the American Section books, the expenditures the class incurred was a bit surprising in 2003. This year, the class has paid for its annual regatta liability insurance, US Sailing membership dues, and the Harken One-Design Showcase advertisements in *Sailing World*. Upcoming expenses include *Tank Talk* publishing, international submissions, and expenditures associated with the 2004 World Championship. We currently have \$5086.00 in the bank and a balance of \$1494.00 in PayPal.

As a clarification, class dues are collected and apply for the calendar year. Anyone competing in a championship regatta (PCC, ECC, NAs, and Worlds) is required to be a class member. Dues remittance through mail and PayPal is preferred because managing dues payments during a regatta is far too hectic, and there's a good chance the paperwork will get misplaced.

Doug Hagan
Secretary/Treasurer
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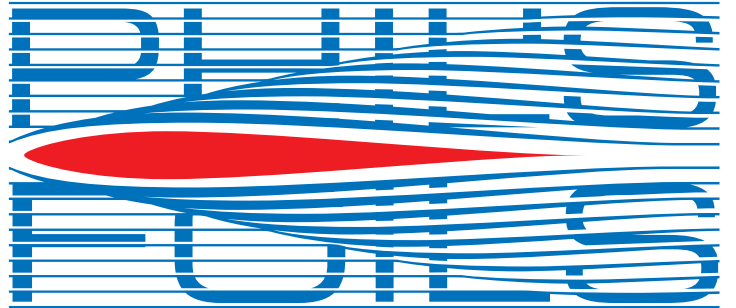
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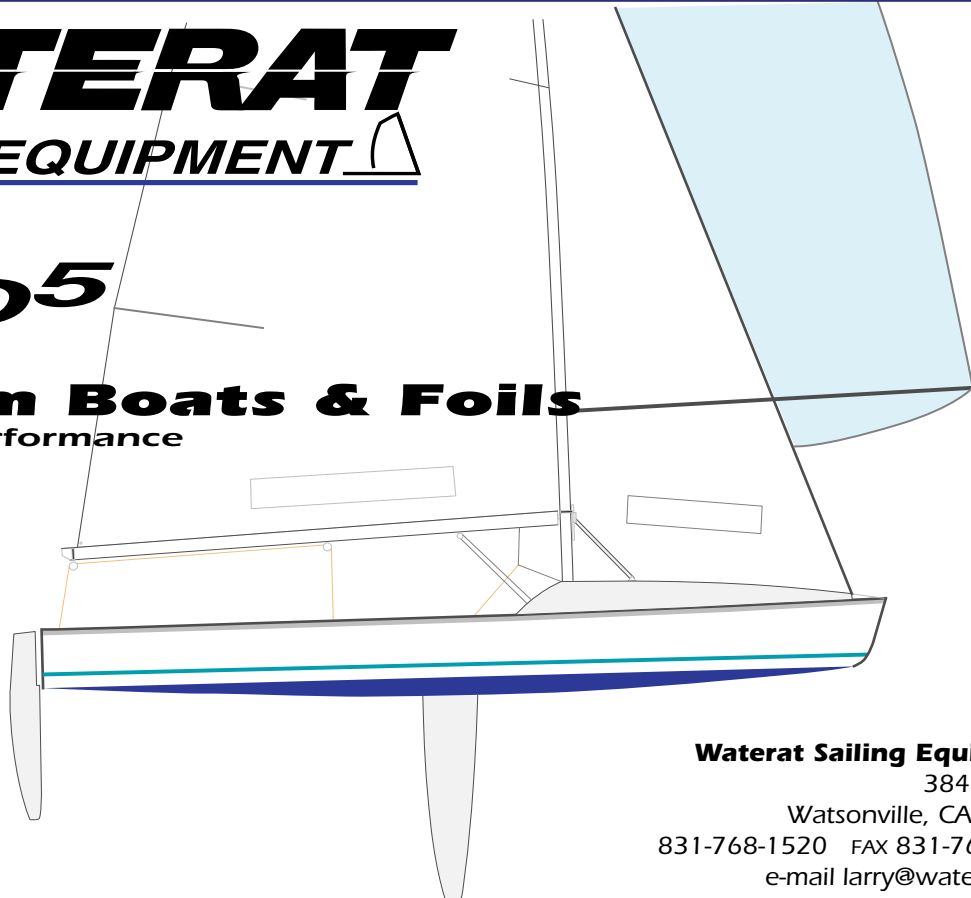


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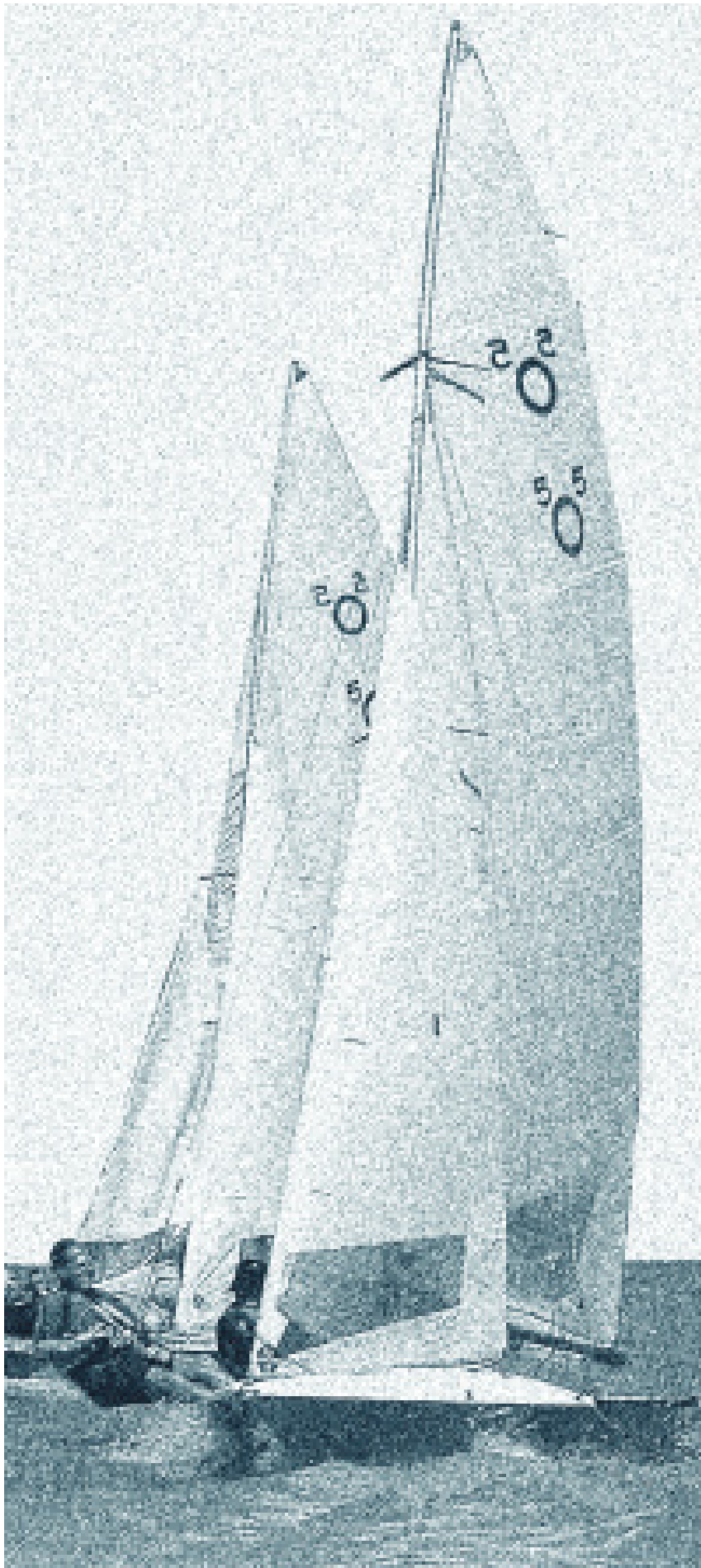
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IN THE KNOW

You're a 505 sailor, so you probably know some things that other sailors don't. You know the joys of planing, both upwind and downwind. You also know that carving a planing jibe coming down a wave is a great sensation. You know what mast rake does and how it changes the feel of the boat. You know that on a reach, small changes in centerboard position make big differences in performance. You know that sailing with a trapeze is far more fun than sitting on the rail of a keel boat. You know that in seven knots of wind, you'll be on the wire on a spinnaker reach. You know that winning a world championship in this class is really difficult despite its non-Olympic and amateur status. You know the differences between Spectra, Vectran, and Polyester, and why it's crucial that lines are chosen carefully for their application. You know that getting your rigging just right might mean the difference between victory and a DNF. You know that coring a hull provides both stiffness and longevity, and a 24 year-old Lindsay can be just as fast as a spankin' new carbon pre-preg hull. You know that after a day's racing, you can have a drink with most of your competitors, because they're also your friends. You know that frivolous protests are stupid and a waste of time. You know that new dinghy designs come and go, and not a single one of them in the past 50 years is even remotely close to the design supremacy of the International 505. And you know that there's nothing that makes you feel better than a screaming three-sail reach in 20 knots of wind in a 505. You know all these things because you're a 505 sailor.

The Editor

Inspired by an editorial in Bicycling Magazine, July 2004

SMALL CREW'S SURVIVAL GUIDE -

Sailing in the Land of Giants

by Jesse Falsone, Team CSC, USA 8776

One of the new catch phrases in Santa Cruz this spring was “215 is the new 205”. Indeed, 505 crews are larger than ever before, especially after ISAF banned wearing water bottles in 1996. Old timers will remember “Moose” McClintock, who was considered a big guy at 6’3” and 200 pounds. In fact, he got his nickname sailing 505’s back in the early 80s. Moose would’ve never gotten his nickname sailing in the post-modern era of the big crew - he’s just not that big by today’s standards. Just a few years ago 205 was considered sufficient crew weight. Now, the “target” number is up to 215, and maybe much more. Yikes!

Standing next to some much larger guys at the dinghy park in Santa Cruz this April, I started to feel pretty darn small at 5’10” and 195 pounds. All the crews seemed to be a minimum of 6 feet tall and 200 pounds, and most are much larger. I started to think about how us sub six-foot, 200 pound crews can survive in the land of hugeness. As it turns out, leverage isn’t everything.

First, let us consider leverage itself. The crew’s leverage is a moment, which is a force (crew weight) multiplied by a distance (distance from crew’s center of gravity location to the centerline of the boat). Yes, in terms of leverage, it pays to be taller for the same weight. But, a lot of people have erroneously argued that a few inches of height computes to a big difference in leverage. The fact is that the trapeze already increases leverage dramatically, even for shorter crews. Further increases in height only provide small gains in leverage unless you’re comparing me to a guy like Bill Masterman, who’s nearly one foot taller. Let’s look at the numbers:

An examination of the table below tells us that weight, and not height, has a first-order effect on leverage. Two-time world champion Holger Jess and three-time world champion Darren Nicholson are at the bottom of the righting moment list, with 2000 world champion Thomas Moss not too far ahead. Nelson and Alarie have about the same leverage, but Nelson is a whopping 5 inches taller! Despite giving away 4 inches to Masterman, big George Saunders has about 80 more pound-feet of leverage. No wonder Barney is sailing around with the boom at centerline all the time!

The real question is how much leverage is enough? Jess thinks it’s not necessary to be above 200 pounds; “505 worlds races are now won downwind, and it’s better not to be too big on this point of sail.” Others, like Howie Hamlin, disagree; “Peter was 205 in Durban, and that was not enough to win.” So, whether the optimum is 190 or 215 isn’t clear, but it’s much easier to control your weight than your height. By gaining 10 pounds before Worlds, I will effectively increase my leverage 5%. Add to this all the gear we need to wear in a venue like Santa Cruz, and the new 215 may be the old 225 (which used to be too heavy)! All that extra gear weight adds up, so don’t discount it. Of course, all the big guys out there will say I’m just trying to compensate for sub-optimal 505 genetics! Maybe so.

What else can a small crew do to increase leverage? For one thing, extend yourself on the wire as much as possible by straightening your back and pointing your toes. You can increase leverage by putting one or both arms behind your head - just be careful of losing balance hitting big waves. Of course, increasing your weight

artificially by wearing extra gear or gear that absorbs extra water weight is illegal. Our class allows a wet clothing weight of 10 kilograms (about 22 pounds), and excludes items worn below the knee and the trapeze harness. Our trapeze harness weight has not been altered by the class rules, and stands at the ISAF mandated 2 kilograms measured wet, which is only 4.4 pounds. See RRS 43.1 and the International 505 Class Rules for more information.

There are other things us small crews can do to compete well with the big guys. Smaller

	Height (in)	Weight (lb)	Body CG to CL (in)	Leverage (lb-ft)	Leverage w/gear (lb-ft)
Nicholson	70	187	71	1106	1195
Jess	74	187	73	1138	1229
Park	76	185	74	1141	1233
Falsone	70	195	71	1154	1243
Moss	72	200	72	1200	1290
Nelson	77	202	74.5	1254	1347
Alarie	72	210	72	1260	1350
Shelton	73	213	72.5	1287	1378
Benjamin	76	216	74	1332	1425
Bourdow	76	220	74	1357	1449
Masterman	81	230	76.5	1466	1562
Saunders	77	250	74.5	1552	1645

Assumptions:

1. Beam of 505 where crew stands = 6 feet, making the distance to centerline 3 feet.
2. Crew center of gravity (CG) = 1/2 crew height
3. Body position on trapeze is perpendicular to vertical (acceptable approximation)
4. Weight of gear = 15 pounds (lots of gear with some water weight)
5. All crew sizes are estimates! Sorry if I slighted you an inch.

Crew Size CONTINUED

crews tend to be more agile in the front of the 505. You can train for agility like the pros, and on-line publications like *Outside Magazine* have excellent suggested exercises that can help (see "Bodywork" on *Outside Magazine's* website). Bruce Edwards swears by a method called Crossfit (see www.crossfit.com), which emphasizes general conditioning for strength and agility. Make sure you have all your steps perfected, and use your agility to keep the boat in perfect trim. The fact that your smaller size can enable you to get under the boom and across the boat quicker can be an added bonus for boat-on-boat tactics and general boathandling. There's also nothing stopping the small crew from being very strong and flexible. Strength builds mass, mass adds weight, and we already know that weight trumps height. Note these advantages and use them to your benefit.

The 505 is a highly tunable dinghy capable of accommodating many different skipper and crew size combinations. Smaller crews can tune their boat more effectively by using flatter sails and smaller centerboards. Waterat Sailing Equipment currently manufactures a 432 in² high aspect centerboard which is a full 20% smaller than the standard high-aspect board from just three years ago. Other teams are experimenting again with lifting pins to reduce wetted area, and many American-made 505's have them. Some sailmakers offer mainsails with a flatter cut for lighter teams, and spinnakers are available in a wide range of sizes, from about 200-250 ft².

Without a doubt, smaller crews possess an advantage in lighter air, especially downwind where sailing angles and acceleration can play a large performance role. Lighter crews/teams should hone their skills in the sub-10 knot wind range, and learn what angles are fast for them in different conditions. It's not uncommon for light teams to sail off-the-wind lower and faster than the big guys, and then transition to wire-running sooner. Some of the lighter teams also have an

amazing ability to point well upwind, especially in sub-planing conditions and flat water. As I've learned, it doesn't always blow 20 knots in Santa Cruz, and when that marine layer doesn't burn off, small crews should look forward to big days.

Smaller crews should also consider how their sailing angles in all wind conditions affect tactics. If you have a good low and fast gear in heavy air, choose your lanes carefully. Don't set up on the hip of a big team that is known for their point mode when the breeze is on unless you are tacking on the layline close to the mark. If you are a great pointing team in light air, give yourself room to work that gear when choosing a lane, and don't be forced to sail someone else's angles. The same principles apply sailing off the wind. If you can sail low angles, make sure you jibe in a spot that will give you clear air down the leg.

There are also other things to consider. Big guys have more windage! Does this make a difference? Probably not according to America's Cup and Volvo sail designer, Grant "Fuzz" Spanhake. But, you can tell all those big guys who didn't read this article that all their extra body mass is really slow upwind and perhaps they will start to believe it!

That brings me to the crucial point for small crews - think BIG! Sailing is a highly psychological sport. If you think you're small, and therefore slow, you will be. It's tough to be fast in all conditions, so if you find yourself back in the pack at the weather mark, don't get discouraged! If you're practiced, be confident that your strengths off the wind will pull you back into contention. An additional bonus for light crews in heavy air is the downwind finish, and one less upwind leg, which is sure to be the course of choice for multiple race days.

The fact is that successful 505 crews come in many different shapes and sizes, and if you spend time figuring out what makes your team fast in all conditions, chances are those big guys won't crush you all around the course, even in Santa Cruz. ☺



Pirates Lair

OF THERMALS, FOG AND FRIGID WATER - Santa Cruz in August

By Bruce Edwards, USA 8680

I've said it before in 1992 and again in 2000 - Santa Cruz is pretty darn close to 505 sailing Utopia. The breeze is reliable and generally strong in August, and the waves make for some exciting downwind surfing conditions. It's also not very far from the harbor to the racecourse and open ocean waters. Santa Cruz is just a fantastic place to sail 505's.

The typical afternoon winds in Santa Cruz are thermals, also called a seabreeze, generated by the warm inland air rising which draws in the cool ocean air. California's Central Valley is responsible for the heat, and the Pacific current that runs south keeps the water temperature at a chilly 58 degrees Fahrenheit (14 degrees C). This temperature differential helps the seabreeze develop and can allow it to pump all afternoon. By mid-August, the strength of the seabreeze has generally subsided into the 12 to 18 knot range because the water is a bit warmer and the low pressure systems that cross the state in early to mid spring subside. However, the winds can still be much stronger if the Central Valley gets very hot. There is no appreciable current, although drunk locals may tell you there is a "long shore" current. Regardless, if there is, it is very slight and consistent across the course.

Typically the famous Northern California fog sweeps into the Monterey Bay in the evening and then "burns off" in the mornings. Sometimes the fog might not burn off which can create light to moderate breeze conditions for several days straight. It becomes very obvious which of the 2 conditions you will sail in by 11am. The daily temperatures are typically 78 degrees in the daytime, and 60 degrees at night when the fog rolls in (so bring a fleece jacket). Don't be fooled by the comfortable temperatures on land because it will likely be very COLD on the water. The water is very deep just off the coast, and therefore very cold, so make certain you dress appropriately for sailing.

If the prevailing breeze is filled in to the shore, right is always favored. If the wind gets a bit light

inshore, which can happen later in the day, short tacks left into more velocity may yield big gains. However, in general, right is favored (very similar to Long Beach, CA). It is not uncommon that late in the day the westerly will back off and a light warm easterly wind will slowly fill. This phenomenon is due to an inversion layer (colder air on top of warmer air) caused by the warm land mass that the city of Santa Cruz sits on. As the cold air sinks, it pushes the warmer air back over the water. It starts at the shore and moves out slowly into the bay. Typically this happens after racing around 5pm, but sometimes it can happen earlier and makes for very interesting leeward mark situations. It is obvious if you just keep your eyes peeled down the bay. You'll see sailboats sailing downwind toward you as you sail downwind toward them!

Hazards

The only major hazard is the cold water. Not wearing a wetsuit and being in the water for an extended time is dangerous. Also, if you don't turn around after racing, it's a long way to Hawaii.

Launching Information

After about 20 years of trying we now have a permanent dinghy ramp on the yacht club side of the harbor, and a second ramp will be installed for the world championship. The ramps partially submerge as you launch so it's excellent for 505's. For those of you who prefer to launch with a hoist, we will also have the use of a crane. Just like at the 1992 Worlds, the boats will all be stored in the YC dry storage yard, which is a short walking distance from the hoist and the ramps. This will be the first big regatta with the 2nd ramp and we are excited about it! ☺☺



INSPECTION TIME!

Make Certain Your Boat Is Ready For Worlds

By Mark Angliss

A major regatta is the last place you want to experiment with something new. With the North American and World Championships back-to-back, you can expect your boat is going to take some punishment over the many days of racing in the legendary Santa Cruz conditions. It's best to be sure that the rigging and systems work flawlessly and without concern. If you have any notions of changing something, you should thoroughly test it before a big event.

Set aside a day to give your 505 a thorough physical exam. Performing this is best with minimum distractions as might be encountered at a sailing center or local regatta. Your best option is to inspect your boat in your driveway or garage with your tools close at hand. Arm yourself with pad and pencil, and use the checklist below as a guide for your examination. Be sure to take notes on specific modifications and fixes.

SPARS

- | | |
|--|---|
| <input type="checkbox"/> Halyards & Lines | Check for cover wear (due to chafe and UV) and core breakdowns. |
| <input type="checkbox"/> Shrouds & Forestay | Check for kinks and broken strands, check for contamination in swages and T-terminals |
| <input type="checkbox"/> Nicro Presses | Check for fatigue and loose thimbles |
| <input type="checkbox"/> Blind Rivets | Replace loose rivets. Replace aluminum rivets with stainless steel. |
| <input type="checkbox"/> Main Halyard Sheave | Check for wear and free rotation. |
| <input type="checkbox"/> Spreaders | Check pins and split ring. Tape to prevent snagging. Check tuning numbers. |
| <input type="checkbox"/> Screws | Test tightness with screwdriver. Any stripping? Don't over-torque. |
| <input type="checkbox"/> Spiro Fitting & Ram Track | Check for tight fit. Check that roller spins. |
| <input type="checkbox"/> Shackles & Eyestraps | Check for bent or broken eyestraps |
| <input type="checkbox"/> Mounting Holes | Check that stress cracks and corrosion aren't forming, esp. on older rigs. |

HULL

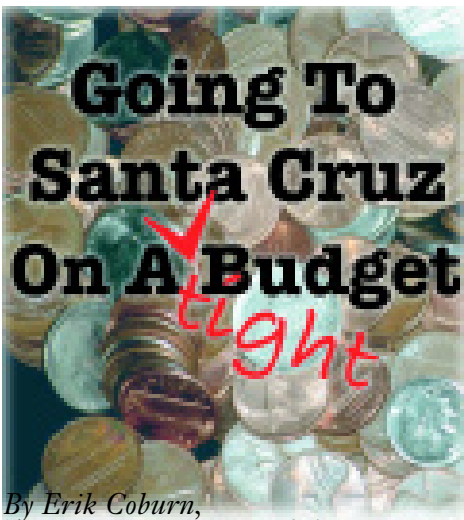
- | | |
|---|---|
| <input type="checkbox"/> Through-deck Mounts | Check for cracking and grazing, core rot, laminate failure. Loose fasteners may be a sign of mounting failures. |
| <input type="checkbox"/> Blocks | Check for damage, check ratchet blocks for operation and lead. |
| <input type="checkbox"/> Rig Tackle | Check all blocks, shackles, wire, and line in system. |
| <input type="checkbox"/> Cleats | Check spring function and cam wear |
| <input type="checkbox"/> Centerboard Gasket | Check for distortion in Dacron and fit of rubber seal around centerboard. Check for loose screws on retaining plates. |
| <input type="checkbox"/> Bailers & Bailer Gaskets | Carefully straighten bends, check for cracking gaskets. |
| <input type="checkbox"/> Rail Non-skid | Use solvent-based contact cement for repairs, coat both sides and stick together when tacky. |
| <input type="checkbox"/> Lines & Sheets | Check for cover wear (due to friction and UV) and core breakdowns. Check line ends for fraying. Wet ends don't heat seal. |
| <input type="checkbox"/> Rudder Hardware | Check bolts for tightness. Check for fatigue. |
| <input type="checkbox"/> Inspection Ports | Check that ports screw in w/o cross-threading and seals are OK. |

SAILS

- Check for general wear in hi-load areas (spreader area, battens secure, grommets, head board).
- Check tell-tales.

FOILS

- Check for fatigue, especially on rudder at waterline and around fittings where loads are highest.
- Fair as necessary with leading edge to max. thickness most important.



By Erik Coburn,
Team Procrastinator, USA 6136

I admit it. I am a cheapskate. I have gone rock climbing, mountain biking, skiing and sailing all over the country, and have always done so on a meager budget. Whether it was ski bumming, living in my van for months on a beans and rice diet, or sleeping on couches, I was always able to eek out a great deal of fun from not a lot of money. My next great conquest is to attend the 505 Worlds in Santa Cruz using my fine-tuned cheapskate instincts.

Has your Silicon Valley job just been outsourced to India? Are your sailing boots two parts duct tape and one part rubber? Are you just out of college and using that degree to try your hand at ditch digging? Perhaps your trust fund hasn't kicked in yet? Or, just maybe you are an under-paid adrenalin junkie looking for the ultimate fix? If one or more of these apply, this article is for you! So, for all you other cheapskates out there, or those of you in the "can't quite afford a new Waterat" demographic, here's a quick primer on overcoming obstacles and low-cost living during the regatta.

Make The Worlds A Top Priority

The ultimate goal, and one you always need to keep in mind, is to attend the World Championship. Once you make the decision to go, this must be your "number one" priority.

For many others and myself, this will be the first opportunity we have to compete at a world class sailing event, and we cannot pass up the opportunity because of small cash-flow problems. While you can't expect to compete at the top level without adequate funds, that should not keep most people from going.

While I respect the decision not to attend because inadequate cash prevents a team from fulfilling their expectations, most of us could probably adjust these expectations and have a great time while gaining invaluable experience. For me, spending what money I have on attending the Worlds is a better investment than skipping the regatta and investing in the boat. I've heard the racing is intense all the way through the fleet, and rivalries develop top to bottom. Expect to have great racing wherever you end up.

Now that you have a goal, keep the vision alive by always fostering a positive attitude within your team. Money problems can bum you out if you let them, so don't let them! One of the great things about the 505 class is the willingness of other sailors to help you, especially if you have a good attitude. If you run into problems, keep smiling, and don't be afraid to ask for help.

Make Your Boat Work Without Breaking Your Budget

You know you're going to a windy venue, so boat reliability will be a serious issue, and one you shouldn't take lightly (*ed. See article in Prep column for further information on bullet-proofing your boat for worlds*). Make certain your boat works by testing your gear in the biggest breeze you can find.

I will be sailing *The Procrastinator*, my 28 year-old Parker-hulled Lindsay. Although it's an old boat, it's strong and hopefully will hold up to the rigors of the venue. What's left of my actual boat budget will be devoted to "new-to-me" sails and making sure all controls work smoothly and reliably. I'd love to upgrade to a pole launcher and some other niceties, but I'll need that money for PB&J!

Knowing your limits is also a key to ultimate success for those of us on a budget. My budget allows for only a minimalist approach to upgrades. While I expect *Procrastinator* to hold up well in most conditions, I am also going to be wary of putting myself in a situation where things can break and spoil my regatta. Twenty knots of wind will be just fine, but 30 knots may be off the hook.

If there is no way you can adequately prepare your boat for the regatta, or you are sans-505, find someone with a solid boat who needs a crew or driver. When you agree to team with someone for the regatta, be up front about how much time

and money you can commit to the partnership and take some time to discuss expectations and responsibilities ahead of time.

Save Smart To Sail Smart

Let's take a quick look at how you can save some money at the venue. Rental properties and hotels are expensive. Hands down, the cheapest and dirtiest habitation at this event is in the camping area that Santa Cruz Yacht Club offers. Camping is a time-honored tradition at many past 505 World Championships, and the tent ghetto is rumored to offer various forms of free entertainment. I will be bringing my earplugs just in case!

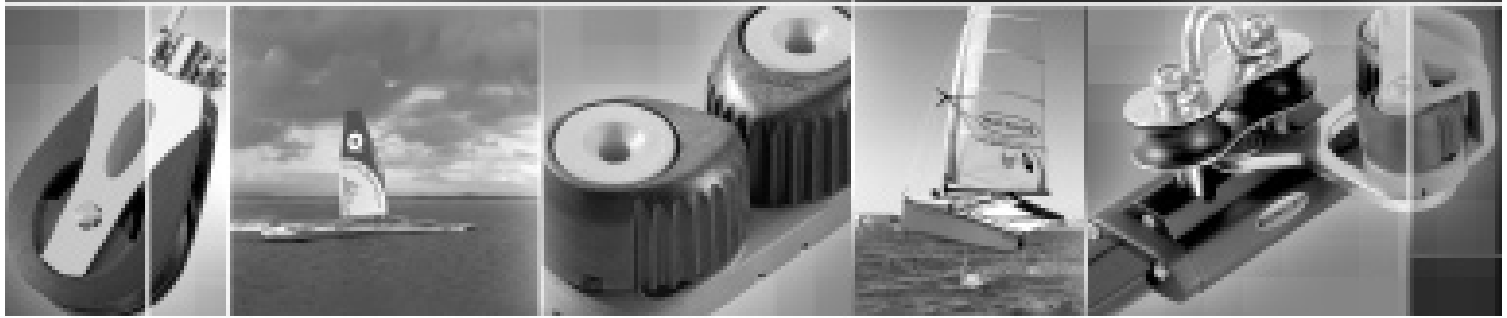
For those of you who have the means to rough-it in style, there is a motor home-friendly facility within a few hundred yards of the sailing site. Parking spaces with water and electric hookups go for \$31 a night and you must contact the City of Santa Cruz to reserve one.

Perhaps one of the best ways to save money is to buy your own groceries and avoid eating out. You are supplied some meals and appetizers with your entry fee, but during the other evenings resist the urge to go out for food and drink. Santa Cruz has a number of grocery stores, so bring your Safeway card and your hibachi. Of course, eating out with friends can be a blast, so try and budget one night on the town.

With gas prices as high as they are, I have been enjoying the dual benefits of riding my bike to work and back every day. The extra 30 miles per week is increasing my fitness, while saving me a little money as well. Add that to brown bagging it for lunch every day, and maybe even sacrificing some luxury items, and you are likely already saving about \$40-\$50 per week, or \$160-\$200 every month. Of course picking up a little side work is probably the best way to fatten the wallet.

So, with a little bit of money and a lot of determination, I will be at Santa Cruz, riding the same waves and wind as all the high price campaigns. I hope to see more cheapskates like me at the Worlds!

Erik Coburn actually has spent several months "living in a van down by the river." Despite a budget about one tenth of the top campaigns, Team Procrastinator expects to have at least as much fun as better financed teams and will be in strong contention for any contest involving a keg. 505



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Santa Cruzin' through Dave's World

7am: Stumble out of bed to find a heavy layer of fog has rolled in overnight. A perfect morning for either a mountain bike ride at Wilder Park or Surfing at Cowell's beach. Santa Cruz County has the highest number of state parks in California.

9:30am: Breakfast! Today it's the Harbor Café on 7th, but it could also be Aldo's at the Harbor or Linda's on Seabright Ave. All are awesome and a short walk to the Yacht Club. Many of you will remember Aldo's inviting the WHOLE fleet and their families to dinner in 1992!

10:30am: Arrive at the Yacht Club as the sun starts to break through the clouds.

11:30am: Launch the 505 and start sailing in light southerly breeze, but I can see the white caps coming down from the Northwest!

1pm: RACE TIME! It's 16 knots out of 240 degrees. There's less velocity on the right (shore side) but a big geographic shift to the right as well. Decision time, pressure left, shift right. I'll take the middle right as long as we stay in the wind.

2pm: Waves and wind have built up a bit. It's now a drag race to the right. Remind your skipper to hike!

3pm: The wind is now getting very light on the beach. Don't get caught too close to the corner!

4pm: The race is over and the wind is starting to do a 180 and blow offshore making a nice warm light air reach

back to the ramp. Roll down the wetsuit and get some California sun!

5pm: Beer at the Yacht Club and listen to Mike Holt explain why he is so much faster than we are, but finished behind us again.

7pm: Dinner time. Santa Cruz has a restaurant for every taste and pocket book. A few of my favorites from cheap to pretty pricey are...



Near the Harbor

Rosa's: Cheap and unique.

Engfer's Pizza: Great pizza.

Crows Nest: On the beach with a great view of the bay.

Seabright Brew Pub: Great beer and OK food.

The Crepe Place: Different and good.



Down Town

(5 minutes from Harbor)

Taqueria Vallarta: Tons of good food and cheap.

Costa Brava: South American.

Pearl Ally: One of the best in town... VERY pricey. Did you win a race today?

Shogun: Super good Sushi.



A Bit Farther, but worth the drive!

O'mei: The best Chinese you have ever had! But, way out on the Westside of Town.

Palapas: Awesome Mexican seafood, Margaritas and view of Monterey Bay.

15 minutes south at Seascape resort.

9pm: Party time. Local bars and nightlife.



Stumbling Distance

Santa Cruz Yacht Club

Brady's Yacht Club, Home Club of Aaron Ross.

Seabright Brew Pub

Crows Nest



Get a Cab Distance (Downtown)

The Asti

99 Bottles

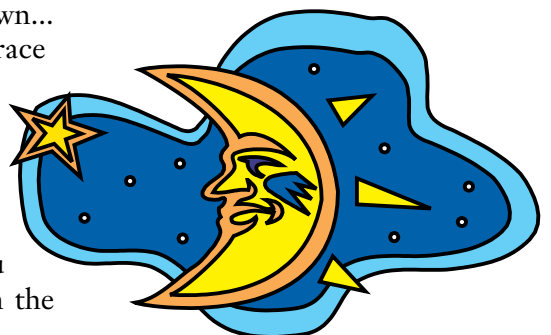
Blue Lagoon: Disco Friday and Saturday nights. (Oh yea, and it's a gay bar).

Catalyst: Live music most nights.

Britannia Arms: Out in Aptos. God save the Queen!

Margaritaville: One of many in Capitola Village.

This is just the tip of the iceberg! I can't wait! Be there or be square! ☺



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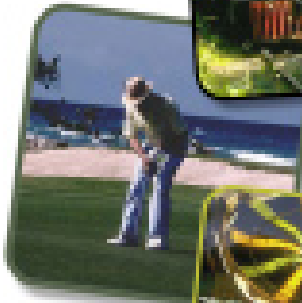
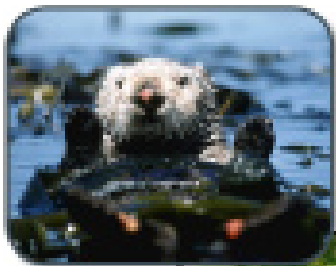
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By Bill and Alaina Green

SANTA CRUZ a guide



Santa Cruz has been described as a 505 sailing Mecca - a venue with guaranteed wind and waves to which sailors make a pilgrimage every few years. The sailing conditions in Santa Cruz are not merely enjoyed for the moment, but are re-lived in your mind and in embellished sea-stories for years to come. And while some people attend the 505 World Championships with their perfectly prepared boat, big crew, and a single-minded desire for a podium finish, many teams also will arrive with their families in tow.

So what is your family to do while you're making sailing's equivalent of The Haj doing twenty knots down the face of a foamy whitecap? Thankfully there's plenty of activities for the spouse, kids, and non-believer (or the yet-to-be converted). In addition to being a legendary sailing venue, Santa Cruz is a top destination for vacationers just looking for a respite from the rat race. There are countless sights, an abundance of activities, and endless white beaches. With summer temperatures generally in the mid-70s, you won't suffer from heat stroke while frolicking in the sand.

Bordered by the mountains to the north and east, the Pajaro River and Monterey County to the south, and the Pacific Ocean to the west, Santa Cruz offers 14 state parks and beaches including California's oldest state park, Big Basin Redwoods State Park, and a national marine sanctuary.

For the Active Family During the Day

If you are a firm believer that life is a beach, you are coming to the right place because Santa Cruz has 29 miles of beaches. Whether it's building sand castles, learning to surf, playing a round of volleyball, tide-pooling or taking a romantic stroll, the ever-popular Main Beach, Cowell's Beach, Seacliff State Beach, Natural Bridges State Beach and Capitola Beach offer something for everyone.

Want to learn to surf? Cowell's Beach, next to the Santa Cruz Wharf, is one of the best places on the West Coast to learn. A sheltered point break provides long, gentle waves in shallow waters with a soft, sandy ocean floor. Surf school instructors will outfit your family with wetsuits and surfboards, coach you in small groups or one-on-one and guarantee to get you up on the waves on your first lesson. In addition to Cowell's Beach, Steamer Lane and Pleasure Point also are popular surf spots.

If kiteboarding is more your speed, Waddell Beach north of Santa Cruz has become a top destination in California for people wanting to achieve liftoff when not sailing 505s.

Feeling more down to earth? Skyline-to-the-Sea Trail in Big Basin Redwoods State Park is one of the few places where you can still hike an unbroken trail from the redwood-covered mountains to the



rugged, windswept beaches of the Pacific Coast. The 12-mile trail winds along majestic old-growth redwoods, graceful waterfalls and gorgeous vistas down to the beach.

Take the kids (or the kids-at-heart) to the Santa Cruz Beach Boardwalk, the West Coast's last remaining major seaside amusement park and Santa Cruz's most popular attraction. The park blends the best of the nostalgic rides and arcade amusements with the latest high-tech rides. Favorites include the 91-year-old Loeff Carousell and the Giant Dipper, a 74-year-old wooden roller coaster.

Pasatiempo Golf Course is ranked among the nation's top 100 courses. Santa Cruz also is home to several other beautiful courses including Boulder Creek Golf & Country Club, Seascope Golf Club and DeLaveaga Golf Course.

Apres Sail:

After a long day on the water, get back to your roots with organic farm dinners. Set between the soil and the sky, local farm dinners pair hosting organic farmers with guest chefs from the region's top eateries. Starting with a tour of the farm and culminating in a lazy multi-course feast,

the fun and casually elegant evenings offer adventurous diners the chance to enjoy dinner at the source.

The nationally acclaimed Shakespeare Santa Cruz throws stereotypes out the backstage door while remaining steadfast to the Bard's original words. An outdoor glen provides the enchanting backdrop for the summer performances—cleverly interpreted with imaginative wit and an exuberant company of players. Bring blankets, beach chairs and picnics and become part of a long-standing tradition for enjoying the plays under the redwoods.

Want to get your groove on? Big talent at intimate venues is the norm at area nightclubs with Santa Cruz serving as a favorite jumping-off point for musicians traveling to and from San Francisco. Kuumbwa Jazz Center, The Catalyst, Moe's Alley Blues Club, and Henfling's Firehouse Tavern serve up the best in live music ranging from bluegrass to surf punk to jazz.

For The Romantically Inclined:

Few of us have the pleasure of racing 505s with our significant others. Rather, they are patient and play along with the whole

“sailing thing” because they see the smile on our faces when we get off the water. Santa Cruz, while long known as a family destination, also is a romantic escape for the young-at-heart. The scenic beauty, combined with a rich infusion of arts, wine, cozy bistros and award-winning inns, rouses the romantic muse in everyone.

On a budget? Go wine tasting, visit eclectic museums, explore unusual gardens, watch a free seal show (the critter, not the crooner), explore art studios and galleries, take a historical walking tour, people watch in Downtown Santa Cruz, hike through ancient redwoods, walk along scenic West Cliff Drive, or build sand castles on the beach.

History and Culture - Get an Education On vacation:

Whether you are looking for a souvenir or just in the mood to window shop, check out the amazing array of Art Glass. From the museum-quality lamps, vases and paperweights of Lundberg Studios, to sumptuous glass dinnerware of Annieglass, Santa Cruz is home to a number of renowned glass artisans. In addition, the Paperweight Museum in downtown Santa Cruz

houses rare and antique paperweights from around the world.

Sauvignon what? Pignot who? Do you get lost looking at a wine list? Learn more about wine and meet some eccentric winemakers. They carry on with 100 percent organic, "sulphiteless" potions such as "Radical Red" and "Bountiful Blush." And they integrate herbs with wine, resulting in ginseng blends that may be as good for you as they taste. Visit little-known wineries; the Santa Cruz Mountains were established as an acclaimed wine-producing region in the 1800s, but prohibition knocked it out of the running for awhile. Santa Cruz Mountain wineries have since re-emerged with award-winning wines and an independent spirit that is distinctively Santa Cruz. There are now nearly 50 family-owned wineries in the appellation.

Is your family still trying to find Nemo? Check out the Monterey Bay National Marine Sanctuary. Santa Cruz County serves as the gateway to the nation's largest marine sanctuary and offers endless ways to explore the bay including whale-watching charters, sunset cruises,

fishing charters, kayaking, surfing, windsurfing, kiteboarding, tide pool exploring, and Santa Cruz's newest attraction, the Seymour Marine Discovery Center at Long Marine Lab.

For all you history buffs, historical walking tours bring to life the history of Capitola, the logging days of Boulder Creek and the Victorian homes of Watsonville and Santa Cruz. Also, don't miss the Museum of Art & History, Agricultural History Museum, Wilder Ranch State Park, Santa Cruz Mission, and the other historical museums around the area.

Train lovers and history buffs can celebrate the days of old at Roaring Camp Railroads, a place where a 1890s steam train still carries passengers daily through some of the most primitive scenery in the American West. History often comes alive as wily desperadoes from the 1800s try to rob trains and Civil War re-enactors play out gun battles along the route.

Have a green thumb? Explore a forest with over 40 different varieties of bamboo, see rare and antique roses, view entire landscapes of exotic plants from

Australia, New Zealand, and South Africa, pick up organic gardening tips, or tour drought-resistant demonstration gardens.

For a berry good time, visit Watsonville, one of the nation's largest producers of strawberries. Local farms offer the opportunity to pick your own, and each August, visitors can join in the fun of the Monterey Bay Strawberry Festival. The free festival features an array of strawberry treats, arts and crafts, music, pie-eating contests, and a carnival.

Realize your "Antique Roadshow" dreams in the quaint hamlet of Soquel Village where you can stroll from one antique shop to the next in search of countless treasures. Other antique spots may be found in Aptos, Watsonville, Santa Cruz and the San Lorenzo Valley.

No matter what your passions and interests are, there is something for everyone in sun-kissed Santa Cruz. Enjoy the ride!

Special thanks to Christina Glynn from the Santa Cruz County Conference and Visitors Council for providing the information to *Tank Talk*. ☺

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GETTING A FEELING FOR THE 505

An interview with
Morgan Larson

by Dan Stralve



Arriving on a beach cruiser bike, in dark sunglasses, and with paint-splattered hands, Morgan displayed an aura of friendly and relaxed self-assurance. Perhaps his experience in the 49er Olympic Trials, and Americas Cup breeds this type of attitude. Or maybe it comes with being a native of the laid back landscape 505'ers call "Mecca", Santa Cruz. Morgan met me harbor-side at the site of this year's International 505 World Championships 4 1/2 months before the event for an interview.

Morgan's experience belies his age. At 32 years old, Larson already has two major America's Cup and three Olympic campaigns under his belt, and is one of the select few Americans to make a full-time career as a professional sailor. Morgan also earned All-American honors in 1993 and 1994 while attending the University of Hawaii. It was this success that helped launch his professional career and get a better taste for big-boat sailing. Currently, Morgan is employed by a number of programs, including Philippe Kahn's "Pegasus Racing" team. Among other things, Morgan operates as a coach for the ever-expanding Pegasus 505 program, and also fills the tactician role for Philippe on the Melges 24.

As of this writing, Morgan is teamed for the 505 Worlds with 18' Skiff and International 14 World Champion, Trevor Baylis. The duo is having a new 505 built by Waterat that may prove to offer some interesting refinements in layout and rigging. While neither Morgan nor Trevor has much of a track record in the 505 class, their experience and skill will undoubtedly make them dark horse

candidates. The team only expects to have six weeks to prepare for the world championship once their boat is finished, but the Santa Cruz natives figure they can learn a lot in that time.

TT: So Morgan, what's with the hands?

ML: I'm doing a renovation project on my house. The paint wouldn't come off. No worries.

TT: I understand you are getting a new 505 made for the Worlds even though you had a new one made just a few years ago. What happened to your "older" boat?

ML: Well, I had a boat built for the Worlds in Portugal. Steve Bourdow and I were going to go out for that event. Like a lot of boat projects, we got a little bit late and weren't able to get it into the container. This was actually good because it allowed us to sail a bit before going to Portugal. We got some practice in. We were going to fly the boat over. It was actually the morning of 9/11 when I was driving the boat up to the airport. I wasn't able to fly for 10 days and we weren't going to make it. That was a bummer.

TT: So what happened to the boat?

ML: It went into my garage and I went down to New Zealand. Trevor [Baylis] and I pulled it out to sail in one local Santa Cruz regatta (*ed. The 2001 Pacific Coast Championship, which they won*). Then it went back into my garage. I was hoping to go to Sweden but had too many work commitments and not enough preparation time. Then it sat and sat. I thought, "Perfect, I'll pull it out for the Santa Cruz Worlds". Trevor had all these ideas about

rigging and doing a few different things with the boat. As it turns out, we were going to really chop that boat up. Putting so much effort into building such a nice boat, I was hesitant to do that. Pierre Hubert from Southern California wanted it. He likes it. It is set up like Howard Hamlin's. Most boats down there are set up like that so it is perfect for him. It allowed us to explore a few different designs with rigging and different things. Larry [Tuttle] is making a few new changes with our new one.

TT: What are some of these new changes?

ML: Nothing revolutionary. He's making it a little more comfortable to sail with a little more room for the crew for tacking and jibing. *(ed. Trevor crewed for Larry Tuttle in the 1981 World Championship in San Francisco sailing 505 7200, which has no forward thwart. They finished 6th. He liked it so much, he asked Larry to build another... 24 years later).*

TT: How is he managing that?

ML: He is moving the forward thwart back to where the skipper is.

TT: Won't this limit your movement as a skipper?

ML: Yes, it will limit how far I can get forward, but we feel it isn't that important for the skipper to get too far forward. Even in light air the crew is able to step forward. At least in other dinghy classes, separating the weight seems to be fast.

TT: From what I understand that is contrary to popular opinion. You see a lot of crews and helms very far forward in light air.

ML: I don't know if that is fast, but we'll see. Also, I'm light so it probably isn't as crucial for me to go far forward.

TT: What other new things can we expect to see on your boat at the

Santa Cruz Worlds?

ML: We're changing the floor a bit so it drains a little better. Small things like that.

TT: When do you expect it to be completed?

ML: We're hoping by the end of April. We'll rig it ourselves. Hopefully that will take 2 weeks, maybe a little bit longer. We have an old "D" section mast that we made a few changes to. We'll put that in another boat and have it all ready at least.

TT: Will you be using the latest high aspect foils?

ML: We're going to start where everybody is. I'm not sold really on the high aspect, especially here in Santa Cruz. But I could be wrong.

TT: Where did you learn to sail?

ML: I did my junior sailing here in Santa Cruz. Dave Wahle, who will be doing the race committee for the Worlds, taught me how to sail for the most part. He would drive the junior program around with Lasers and Laser IIs all over the place. He's a Santa Cruz character. He has a lot of heart and does a good job.

TT: Where did you do your college

sailing?

ML: I started off at Charleston for a year. Then I was interested in doing a 470 Olympic campaign. I didn't enjoy traveling at that time. I did one year of community college while sailing 470s. Then I took 1 year off. Then in '92 my junior year I went to Hawaii and finished up there.

TT: When did you start sailing professionally?

ML: I was sailing a lot in Hawaii with a guy named Doug Taylor on a J-35 then on a Mumm 36 and a Farr 40 "Zamboni". He hired me for a few different projects. It helped pay for school and beer money. It wasn't much but it kept getting better.

TT: How do you handle the transition between competing in professional sailing and sailing in amateur regattas? Do you expect anything more out of yourself out on the water?

ML: In any sailing I do, I try to do the best I can and have a great time. The difference is when you are getting paid to do it you are expected to put a certain amount of commitment into the program. When you are doing it for fun you can back



On the edge in a 470er at The Gorge with Trevor Baylis

Sharon Green

off when it isn't fun anymore. I'm really looking forward to this year. Most of the sailing I'm going to be doing is fun sailing.

TT: What is your current sailing focus now, the 505 Worlds?

ML: Yeah, as soon as we get my boat, we'll be focused more and more on that. I'm still doing a bit of sailing with Team Pegasus. Both Philippe and his son have 505s and are passionate about the boat. So I'm working with them in a coaching roll and as a training/sparring partner.

TT: How many 505s does Team Pegasus own now?

ML: Well, let's see, they have 2 boats here and 3 boats in Hawaii. One of the boats in Hawaii they bought from the University for about \$100. The boat was about to be thrown into the dumpster. They fully resurrected it. They had to lay carbon up on the deck, re-fair it, paint it, re-rig it, and put a new rig in it. They call it the "Rasta Rocket". It is painted green, yellow, and red. There may be a marijuana leaf glued into it somewhere. They may also be getting a couple more. He [Philippe] loves having boats around him. Then when he goes sailing he can have 3 or 4 near him. *(ed. As of press time, Pegasus Racing has more than a dozen 505's in its program).*

TT: What do you think Philippe enjoys about 505 sailing?

ML: You can tell from the team website (www.pegasusracing.com). He's loving it! It is a challenge for him sailing dinghies, but being here in Santa Cruz and doing something his son enjoys doing is fun for him. He was surprised he hadn't gotten one sooner once sailing it. You can plane upwind. He couldn't believe it.

TT: In an article on Philippe, he mentioned that you were there through much of his steep learning curve in sailing. Beyond your coaching roll for the 505, are you involved in other Pegasus campaigns?

ML: Yeah. I'm doing a little sailing. I did the Key West Race Week on the Melges. I'll do the Melges Nationals this year in Santa Cruz. But then after that I'll pull back from his program to focus on the 505. Although we will be sailing his Farr 40 a little bit here and there. After the 505 Worlds we'll be pushing pretty hard for the Farr 40 Worlds.

TT: How many boats will Team Pegasus enter for the 505 Worlds?

ML: Philippe is sailing with Andy Escourt, a young New Zealander. Shark is sailing with Paul Allen. Mark Christenson who

is managing the whole sailing end of the program may sail or may coach.

TT: I've been told that Trevor likes to tinker on the boat. Are you into that sort of thing?

ML: Yeah, I enjoy it. Trevor is more utilitarian. He doesn't mind pulling things and moving them and making them work. I like the finer aspects of the aesthetics. I enjoy it when you have time in the winter in your garage and nothing else is going on. But when you are trying to get your boat on the water I like to go sailing.

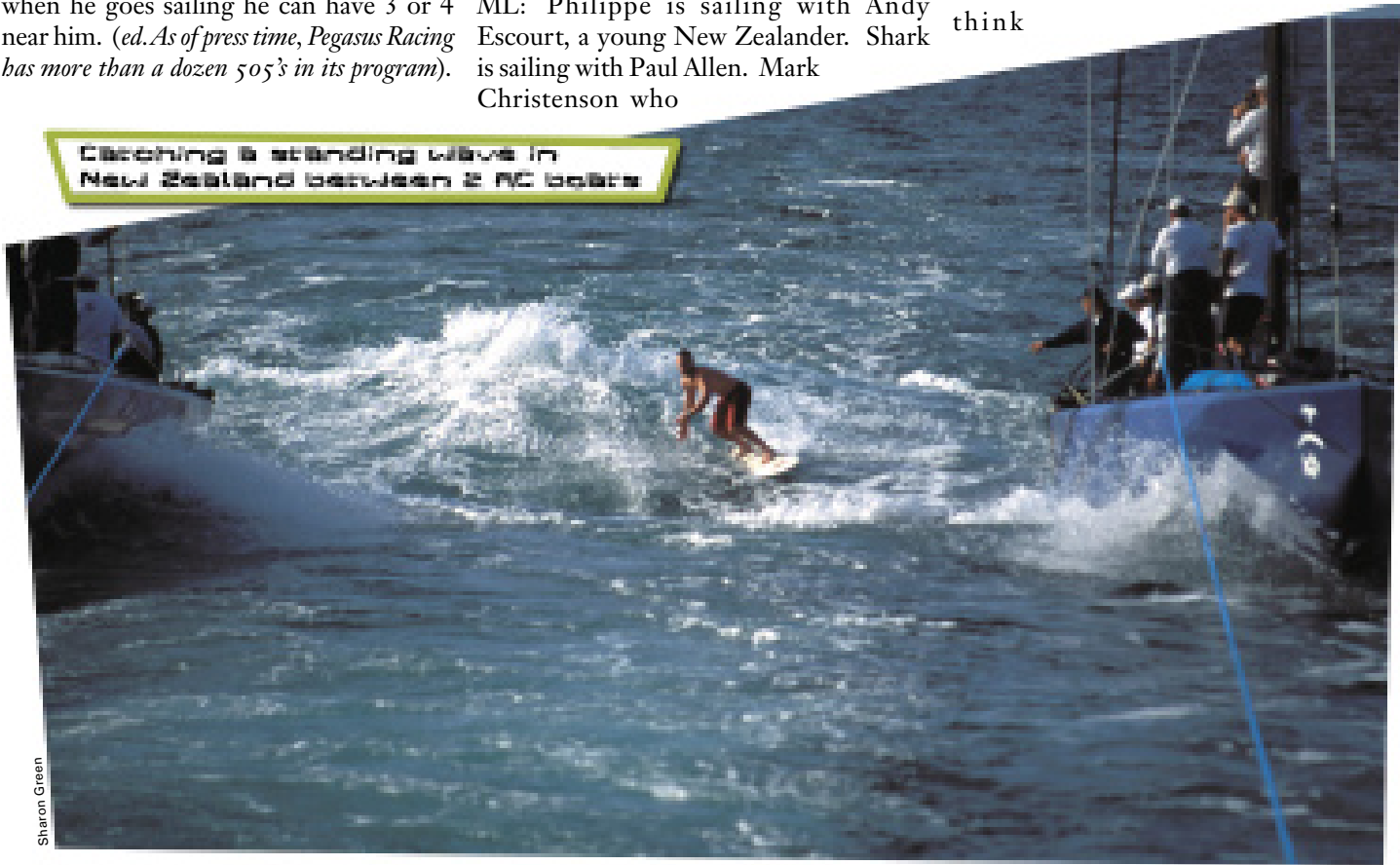
TT: After the 2001 505 PCCs in Cabrillo, I was talking to a friend of mine in the fleet. He said you were a level above everyone in that regatta. Prior to that event, had you sailed a 505 for any length of time?

ML: I had sailed 505s a bit, but not much.

TT: To what do you attribute your success at that event without spending much time in the boat?

ML: I think just coming off the America's Cup and the 49'er Olympic campaign I had sailed so much. I had so much time on the water. I think

Catching a standing wave in New Zealand between 2 AC boats



Sharon Green

we just ended up racing well. Howard loaned us one of his boats and it was set up pretty well for us. We were competitive with speed but with some pretty scary boat handling.

TT: In 2000, you barely missed making the Olympic Team in the 49'er. You were on the losing side of a couple close races at the Trials. What did you learn from that competition and how did you become a better sailor from it?

ML: Yeah. It was a battle. At the end we were beaten by a better team. It was tough. You have to project yourself past the Olympic Trials and think what a great experience going to and medaling in the Olympics would be. If you can do that early enough, I think you can dig out and drive a little harder. We worked hard. We took a little time away to do the America's Cup on *AmericaOne*. Maybe that took a little focus away from us. But, there was an upside to doing the Cup too. Now I look back 4 years later and ask "why didn't I just push a little harder". Maybe it would have made a difference. Obviously it was really close. At the time we thought we were doing what we needed to do.

TT: Why did you forego another try for the Olympics in the 49'er for 2004?

ML: I did sail the 49'er a bit this year. I was struggling to team up with someone to put in the time and have enough experience. I finally teamed up with a guy named Adam Cook from Seattle. He had done a bit of 49'er sailing when they first came out when he was young. He is not so young anymore, but he is a professional kite-boarder and a really good athlete. We gave it a good effort, but after the Worlds we added it all up. Both of us had only a certain amount of time and the Trials were coming. The light at the end of the tunnel was pretty dim.

TT: Do you see yourself in another Olympic campaign?

ML: I don't know. The dream is still there. As you get older it gets a little harder—not only on the physical side but also commitment-wise. I think the level of the game is going up so quick. There are a lot of really talented sailors out there doing it full time. That makes it a big challenge.

TT: And the America's Cup, are you

up for it again?

ML: I'm up for it. I don't know if I'm up for it at the same commitment level as in the past. Putting that much time and dedication into a project and letting everything else go is hard.

TT: What is your feeling on the next competition for the Cup taking place in Europe?

ML: I think it will be great for the sport. It will be a great event. I wish I was a bit younger with a little more passion towards match racing. I would be there. Now I'm pretty happy being here in Santa Cruz doing some recreational sailing like the 505s.

TT: What has drawn you to sailing the 505?

ML: A little bit of everything. There are so many talented sailors out there and many are here in California. There is a great local fleet here. The people are great and the boat is fun to sail. It is hard to beat it. The design has been around since the 50s. That tells you something.

TT: What are you expecting out of yourself for the 505 Worlds this year?

ML: It is hard to say without being out on the water yet. It looks like Howard and Peter will be tough. Mike Martin will be up there. They put in the time. Those are at least two guys to beat right now. I feel like Trevor and I have competed with them in the past. I think we'll be able to sail at their level. We don't have the experience of sailing in so many World Championships as they do. That is a little bit against us, but we're here at home [smiling]. Trevor and I enjoy sailing together. We'll have a new boat. I think we'll have enough time to get the kinks worked out, so that should be good.

TT: What is the team dynamic like between you and Trevor? Who calls tactics? Who calls the side before the start?

ML: That is not entirely clear. As a helmsman, I typically like to concentrate on steering the boat - at least upwind, then have the crew handle all the tactics. Before the start we will both come up with the strategy. Trevor is so strong on the boat speed aspect. I believe allowing him to focus on boat speed will be important.

We're going to share the tactical responsibilities. It will be an interesting dynamic.

TT: You mentioned several times that you like to sail with Trevor. What do you like about it?

ML: Trevor is intense. He loves sailing. He loves winning. He works really hard out there. That is good for me because I'm pretty laid back. I tend to lose focus once in a while. He is animated. He gets into the zone. That is a good thing for our team.

TT: What does your racing schedule look like to prepare for the Worlds?

ML: We're not going to have a whole lot of time to work things out as far as doing a lot of racing. But, there will be enough racing. We're hoping to sail our first regatta up at Treasure Island in May.

TT: How much 505 practicing are you committing to?


ML: We're hoping to go out 2 to 3 times a week. Our goal is to practice at the time of day when we will be racing. Trevor and I are fortunate right now that our jobs allow us to get out on the water at one o'clock. We heard there might be some Thursday night racing going on with the Pegasus group. They offered to put a race committee out there. We'll definitely try to join that.

TT: Where do you see your career in two year?

ML: I'm really enjoying the offshore sailing. I haven't done as much recently as I might have liked. I'd like to do the Bermuda Race. I'll gear up again for some more Pacific crossings. I might have an outside chance to be involved with a Volvo team. I like going offshore.

TT: What gets you fired up about sailing now?

ML: More and more I'm enjoying being on the water and learning about dinghy sailing again. Every day you spend sailing on keel boats seems to slow down your motor skills and weaken your ability to sail a dinghy well. At the moment I am really focused on getting my balance back and feeling the boat under me.

TT: Thanks Morgan, and best of luck in the 505 campaign this year! 

SAILING STRONG

Staying Powered Up - On And Off The Water

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

You have spent lots of time preparing your boat and honing your sailing skills to compete at the 505 Worlds. Don't sell yourself short by limiting your performance with a poor diet. Two weeks of physical exertion can wreak havoc on your body unless you take steps to offset the energy consumption increase.

Here are 10 tips to help you maximize your performance in Santa Cruz.

1. The Atkins Diet isn't for athletes! Sports that require long periods of exertion can deplete your body of glycogen - the enzyme your muscles require for energy. Once this happens, exercising muscles shift to fat metabolism as the primary source of energy, and general weakening (aka "bonking") can occur. Carbohydrates metabolize into glycogen that supplies our muscles and brain with needed fuel and energy. To avoid bonking, eat plenty of carbohydrates before, during, and after racing (eating carbs immediately after exercise is an efficient way to replace muscle glycogen). You will be burning a lot of calories on the water in Santa Cruz. Eat balanced meals which include carbohydrates, protein, and good fat (unsaturated fat found in nuts, olive oil, egg yolks, fish, and guacamole). Combining the three fuel sources helps maintain blood sugar levels for a longer period of time.
2. Choose nutrient-dense carbohydrates including whole grains, pastas, fruits, and vegetables. Foods with refined sugars such as candy and soda lack nutrients essential for peak performance.
3. Drink 80+ oz. of water a day to stay hydrated. That is 6-8 bottles of water daily. On racing days you should be consuming even more. Eating food with

high water content can also help you stay hydrated. Consider sipping water while you rig your boat, and note how frequently you urinate as an indication of how well you are hydrated.


4. Weigh yourself before and after sailing. Drink 2 cups of water for every pound you lose to re-hydrate.
5. Sports drinks are recommended for exercise exceeding 90 minutes. Choose drinks with less than 2 grams of sugar per 100 ml (i.e. Gatorade, Powerade, Cytomax, Accelerade, etc). Higher sugar contents inhibit absorption and can leave you feeling bloated, so avoid soda and lots of juice. Consider diluting sports drinks for better absorption, and note that sports drinks tend to taste sweeter after long periods of exercise. Gatorade and other drinks have been specifically formulated for best absorption.
6. Chris Carmichael, Lance Armstrong's coach, recommends avoiding large amounts of caffeine, which can act as a diuretic. Diuretics have a laxative effect on your body, and this worsens dehydration often experienced with heavy exercise. Alcohol can also dehydrate, so consider consuming a glass of water with each brew.

7. Try to avoid fatty foods that do not digest well. These include mayonnaise, creamy dressings, cream cheese, fatty

meats, fried foods, and chips, all of which contain saturated fats.

8. Muscle cramps may be an indication of a poor diet and/or poor hydration. Foods rich in potassium, magnesium, and calcium can reduce the risk of cramping. Sports drinks usually contain potassium, but foods like bananas and raisins are also great sources. You might also want to consider a daily vitamin supplement. Also, muscle tightness can lead to cramping, so stretch out after sailing.
9. Avoid drastic variations in your normal diet. Stick with foods and fluids that are familiar to you. Warning - Don't go overboard on Mexican food even though it is tempting in Santa Cruz!
10. YOU HAVE TRAINED HARD - BE DISCIPLINED AND FOLLOW THE GUIDELINES ABOVE!

These are just tips. For specific individualized programs we recommend scheduling time with a registered dietitian. For more information we would recommend the following resources:

- www.mayoclinic.com
- www.eatright.org (American Dietetic Association (ADA))
- www.gssiweb.com (Gatorade Sports Science Institute). 



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Like Fine Wine

Getting Better With Age

By Jesse Falsone

Paul Tara will have some very special bragging rights during the 2004 505 World Championship. He will be the only competitor to have sailed in all three 505 World Championships hosted in Santa Cruz (1971, 1992, and 2004). Paul will be driving 505 7774, the same boat he used in 1992 when he sailed with crew Phil Vandenberg. Back in 1971, Paul was sailing a Ron Moore hull, 505 3246, with a rudder made by George Ollson (designer of the Ollson 30). Paul recalls his very first 505 (2738) which he bought new in 1967 - a Clark boat which he purchased complete for \$1550. "I bought my first suit of sails from Hank Jotz. I think the whole set was about 350 bucks!" says Paul.

Stuart Park also competed in 1971 at age 18 after repeating as junior champion at Lake Merritt Sailing Club in downtown Oakland. Park crewed for local sailing legend Jim Warfield in 1971 and they remained a 505 team for many years thereafter. "On the 505 I prefer crewing. There are very few boats that I could make this statement." Remarkably, Stu is crewing again this year with Doug Hagan, and the duo finished a very respectable 15th together at the 2002 505 Worlds in Fremantle.

How do the boats differ now, 33 years removed from that first Santa Cruz world championship? Paul says that back then there were no standard fitting packages, and people often made their own hardware. "Manufactured blades were unheard of and everyone was making their own boards." Maybe this accounts for the fact that on the very windy final race in 1971, a full one-third of the fleet broke down and retired. Paul adds, "During the windy race in 1992 only a handful of boats had problems

because the gear was so much better." According to Park, most people were sailing Parker hulls in the 1970's. "They had a shelf life of around 2 or 3 years on the bay before they softened up", says Park. "The boats today are clearly stronger, lighter and better." Despite developments in blades and sail materials, Park is surprised that sail shapes are being recycled; "I have recently found myself looking to some of the main sail designs that were developed by Pattison from the 80's."

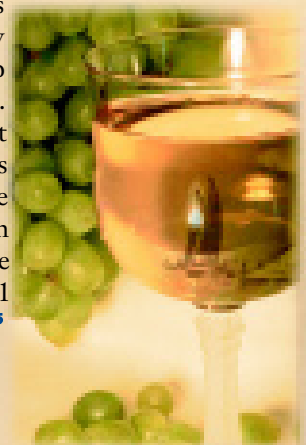
What Santa Cruz world championship events stick out most in the minds of these two stalwart 505 sailors? Recalling the first race of the 1971 worlds, Park mentions taking advantage of a significant southerly wind shift at the start; "We set up on the left side of the line (ed. The 505 class used line starts in those days) and port tacked the entire fleet!" In the final race, after rounding the weather mark in third, a spreader failure during a reaching leg almost caused the rig to fail. Park adds, "If I recall correctly, Dave Vickland, a bay area sailor, won that race and finished in the top three overall." Not surprisingly, Tara also recalled this race as being epic, but stipulated that it was helmsman Ray Pingree who won, and not Vickland.

Indeed, there are windy days in Santa Cruz, and Tara says there's bound to be a day of serious breeze in 2004 just like there was at prior worlds, but conditions can vary widely. "There's no predicting the weather in Santa Cruz in August. It can do anything - wind, fog, and even light easterlies can get into the act - there's just no way to predict it." The last race in 1992 is still discussed by many who were there, with an opposing southeasterly from the land and a huge dead zone in the middle of the course.

Can your 505 sailing really get better with age? This is where Tara (56) and Park (50) part ways. "I haven't gotten better, I've gotten older!" says Tara. For Tara, winning

isn't an expectation, and sailing 505's is a "holistic experience". Tara explains; "I like sailing it, I like watching it go through the water. It's like a perpetual fountain of youth!" In contrast, Park expects to compete well this year. "I have certainly gained a lot of knowledge since '71 about the boat - how to tune it, drive it, etc. Now, at age 50, I feel very capable physically, though there is no doubt that I am not as quick as I once was. I believe I can compensate for that through pure experience. I make a point of working out regularly, both aerobically and strength training. I also keep a ready supply of ibuprofen!"

Regardless of their differences, both Tara and Park expect to continue sailing the 505. Park echoes the comments of many when he says "there is no other boat that is as enjoyable to sail. The local fleet is very active and highly competitive. No other class offers all this." Park hopes to get his 14 year old son involved with the class. Tara validates his fountain of youth hypothesis when he says "every time I stop sailing 505's I feel myself getting older." Perhaps that's some indication that he'll continue into the future. While some things may get better with age, clearly memory is not one of them. Who did win that last race of the 1971 505 World Championship? Perhaps all that 1970's debauchery caught up with Stuart. Paul had it right, it was Ray Pingree who won the final race of the 1971 Worlds. ☺



Tres Magnifique!

Team Etienne Treasures France

By Allan Freedman, 505 Foreign Correspondent, Moldova

The French are different from you and me. The French are different from all of us. Try sailing 505s with the French. It proves the axiom true, the truism correct. While East Coast Americans were plying the waters off Hampton, Va., and the West Coasters were hurtling down waves in Santa Cruz, Team Etienne (Rene de la Rie and Allan Freedman) were sailing off Brittany, France, and getting acquainted with the French way of sailing 505s. The conditions were warm, the water slightly chilled, kind of like a nice Vin Blanc. The wind a Force 3, and a bit on the low end of Force 4 when the wind gods were feeling charitable. The courses were, well, to be honest tres, tres French. Let me explain.

We sailed in an area near Vannes (the curious will Mapquest it). It's about 5 hours from Paris. Vannes is an old fortress city, with outdoor cafes and chic dress shops. The sailing area was among a collection of small islands in an inland gulf. Beautiful, amazingly beautiful. But no two course were the same as we were sent on what could only be called a treasure hunt around islands, past government markers, around round fat Plastimo marks, and none of it making any sense. A big joke on the Americans no doubt. We were laughing. A lot. Could not stop laughing, actually. Laughing is after all better than crying. And that could have been an option. (The

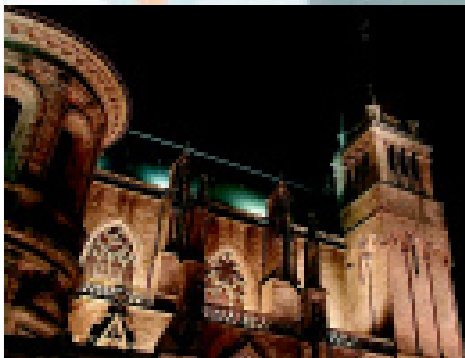
French call windward/leewards "bananas" versus sausages. Figure that one out!)

The skippers meeting was not so much a meeting but a discussion, a debate about where and how we should sail around this seascape obstacle. Imagine witnessing this scene, with no French, as the French yakked away about lord knows what. In the end, we settled on a simple strategy. Never be in first. Why? Can't say we ever knew where the next mark was. So in those circumstances where we found ourselves in the lead we said an 'Oh shit!', and let the Frenchmen pass ahead so they could show us the way. Take race 4 - Team Etienne comfortably in first. We missed the last offset mark, and a first turned into a third. It is the French way after all. Rules within rules, within rules, within rules.

For those in need of a little background, de la Rie is living in Paris at the moment, Freedman in Moldova (that's to the right of Romania and left of Ukraine). The pair decided to hook up in Paris and with a great assist from International V.P. Jean Baptist Dupont (the connection made thru

Ali Meller, of course) were lent a boat from the Baptist fleet. (Baptist ended up first with de la Rie/Freedman a close second). After racing on Sunday, the crews sipped Vin Blanc and ate oysters, and were offered crates of oysters to take back to Paris with them. Marcel Buffet was there, at 82, looking healthy and competitive. The French crews were wonderful, friendly, charming and oh so French, they even managed to speak a little English.

Oh yes, Team Etienne proves its reputation as most cultured by taking in a Francis Bacon exhibit before the competition. No time for the Opera unfortunately. But perhaps that will happen on a subsequent treasure hunt. ☺



Smack Talkin' – The Vernacular of Sport

By David Shelton -Crew's Union Local 505

So I'm taking the piss out

of Jesse and Ali a few weeks ago at a light and foggy Santa Cruz regatta. You know - the easy conditions. A few choice phrases were issued at the bar:

"If those two jokers won the regatta, it must've sucked out there."

"It begs the question; 'Does it count to win a regatta without whitecaps?'"

"Hey Ali and Jesse, if you're going to come out to Santa Cruz, make sure you leave your lame East Coast sailing conditions at home!"

At about the third line, or third beer, Jesse says "Put up or shut up Shelton! *Tank Talk* needs a Smack Talk article." Damn Jesse, go easy, I have worse grammar than any one of your eight kids (*ed. No kidding Dave, I resisted the temptation to add my name to this piece*). After some more banter and a guarantee I could let it fly on Mike Holt, I was under contract. Besides, backing up your Smack with actions is at the very essence of our sporting vernacular. So here it is, the David Shelton short course on Smack Talk.

Is there anything better than coming ashore after a big day of racing, having your helmsperson buy you a few beers, and then directing a few snippets of derision towards your favorite competitors? No, clearly this verbal jousting is unsurpassed in its ability to bring pride and pleasure to a finely tuned tongue. However, you must understand the art of Smack, and abide by its rules.

WHAT IS SMACK TALK?

There's no trash in smack talk, but "Trash Talk" and "Smack Talk" are often confused. Smack is best defined as: "A well-timed, succinct and eloquent statement, typically in the form of a highly accurate and appropriate one line assessment of a

competitive situation." Upon successful delivery, smack reminds the recipient of who you are in context with who they are (e.g. Muhamad Ali saying to Ernie Terrell as he lay flat on the canvas, "What's my name, fool? What's my name?" after being called his former name "Cassius Clay" repeatedly before the fight). Symptoms of successful delivery usually come in the form of recipient's (a) mouth hanging open; (b) stuttering or; (c) uttering some rambling retort that typically includes a personal attack on your mother. The effective delivery of Smack can only occur if one walks the talk!

In contrast, Trash Talk is less succinct and ineloquent. While Smack and Trash are related, it's easy to distinguish them, especially when retorts containing the preface "your mom" or "my grandmother" is used. There is no honor in simpleton Trash Talk, so try not to engage in these activities which are best left for less sophisticated keel boat sailors.

RULES OF SMACK

1. If you give it, be prepared to take it!
2. Be careful of Smack Talking skippers because they have feelings and may cry.
3. Always target a skipper.
4. Remember smack is also a compliment –a form of flattery. If you care enough to Smack Talk a competitor, you probably respect them just a little bit.
5. Beer helps.
6. Self-decapitation is just fine and part of the fun. Toss out the softball once in while and let 'em hit it out of the park.
7. The better a person's self image, the harder they fall.
8. Smack is not delivered in an in-your-face manner. A respectful smacker

gives the smackee an opportunity to smile and give a little back.

A few examples of great post racing smack talk.

1. "Gee, Mike how's that Van Munster 508 going? What's your boat's name, *Grandfathered?*"
2. When you come out on the short end of a close finish, flip 'em the bird and shout a big "FU guys!" (OK, this borders on Trash Talk, but for some reason it's funny on the water when everyone is so serious).
3. When you win, gloat! "We knew the whole time that there would be a 45 degree shift on the last beat moving us from 34th to 1st. We had a plan and we stuck to it. Damn, we are good. I can't believe the rest of you missed it. It was obvious to the most casual observer."
4. Who would sail a Pink Boat?
5. On a light air day, say something like "It was pretty Haganish out there."
6. Thad! Where's our pole end?
7. Bruce, can you please clean all your hair out of the bailers? I thought you only shed twice a year?
8. Hey Martin, have you been checked for worms?
9. What would Pete do in a situation like this?
10. My favorite and the one I live by: "It's better to be a has-been than a never- was."

I hope this helps you bunch of wankers in your quest to be better 505 sailors. This article has zero to do with any of the mucky mucks in the class, class vision, or lack thereof. So, if you didn't like it, don't whine to them. Instead, bring on your best Smack Talk at Worlds! Next time it's the return of the Crew's Union. Be afraid! ☺

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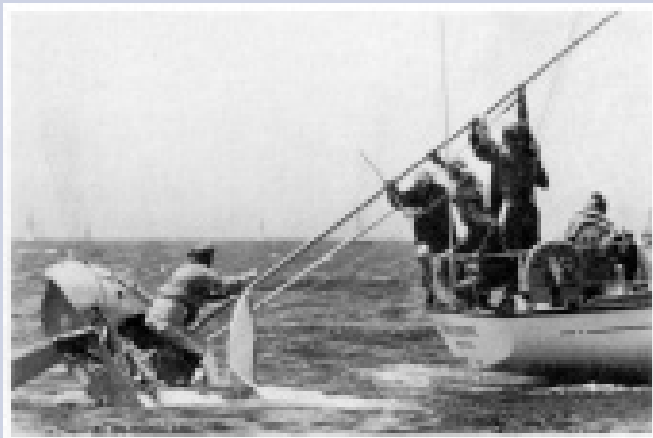
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BackTime



The picture on the left was taken during the 505 1971 Pacific Coast Championships June 26-27 at Santa Cruz, two months prior to the first world championships held there. Taken by Jack Vincent for *Sea and Pacific Motor Boat* showing “the Columbia 50 ‘Xanthippe’ serving as a floating repair shop for the 505 fleet as the skipper and crew re-string a halyard.” On the right is James W. Livingstones photo of veteran Swede Ebbe Rosen and crew Olle Wenrup hanging on in 1992 at Santa Cruz.

TANK TALK

The Magazine of the 505 Class
American Section

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