

Northwest 505

505 sailing in Oregon, Washington and Vancouver BC

February 01, 2007

Karl reports in. Thanks Karl

Karl Oswald here from down under. It's the last day of the Worlds and it looks pretty light so we may not get in our last day's race.



It has been a great time with blue skies, peeling skin, rudderless launches, dolphins and no sharks. Brian and I have been dueling with the end-of-the fleet crowd just like we did in Santa Cruz 2004. We sat out the first day of the worlds because we weren't comfortable yet with the combination of rudderless launches and 20 mph wind. But thanks to the last few day's practice we are now much more confident in the waves without a rudder. The second day of the worlds was a bit more tame, very manageable, and we haven't sat out any more races, except today we might do so again in order to beat the mad rush to get the boat back into the container and also to avoid pumping out the the starting line and then drifting around hoping for wind with the temp hovering around 35 Celcius. The gnarliest sailing so far was the second or third day of the pre-worlds which had wind and steep waves that reminded us of Santa Cruz.

*Posted by PNW505 at **5:48 PM 0 comments***

We are waiting on the beach for wind. It is pretty bleak.

We have been watching our NW fleet making their mark in a fleet of 90+. Everyone of us has huge lessons to be learned, starting, tactics in a big fleet and also who gets to the water to wash off their boats first.

The people sailing the 505 are what makes this kind of event fun. We have met people from all over the world and will continue these friendships in years to come. The Aussies have been great! Very helpful in every way from transportation to meals and even inviting some to their homes. We were put apart in the dinghy park on purpose to meet some of the guys and gals from the other countries

and this proved invaluable when it came to meeting new friends. Tight racing, food and 505's what more could you want??

Posted by stillonthewire at 5:14 PM 1 comments

January 31, 2007

Lay day on Tuesday.... Not many went sailing but there was a great breeze for those who went out. Many took advantage of the Aussie wine country, I did laundry...

Wed morning came in with the wind blowing full force off the shore then switching 40 degrees and then back then nothing.....

Since it was a one race day the start was not until 2:00pm. Breeze was coming from the same direction as the last few days and we fell into the rut of going left early. The pressure was on the right and we were once again fighting to come out of bad air. Conditions started to deteriorate as the racing continued into the final upwind beat. We rounded in the 40's and headed towards the left on a decent lift. I was watching to windward and could see the lead boats hitting light air. I was thinking it was going to be light but not expecting it to drop to nothing. We tacked just in case the breeze was going to fill from the right. Bad move.... The wind shut off completely and we could see the breeze filling on the far left. Bummer. We sat wallowing around and watched the guys on the far left fly under spinnaker to the mark. Breeze started to fill in on the right and we watched the right side pack go filing in to the finish. When we went across the line we had dropped down to 51.....

Another one to toss out.

Posted by stillonthewire at 10:53 PM 2 comments

January 28, 2007

Another 2 race day and the breeze was changing again. First race was light and shifty. Not exactly how we wanted it to be but there was enough for the crew to be on the tanks most of the time. Some of the lighter teams were barely on the trap which sure could have given an advantage. We chose to battle it out of the blocks early and headed for the left side. As we approached the middle of the first beat it looked like the boats starting mid line were punched out ahead. The course had some big shifts on the sides and no air in the middle. Watching the compass is becoming a ritual. If you miss the shift or don't aim for the pressure, you are done! Challenging to say the least. At one point in the race we were on starboard down hill and pointing at the mark, while the boats only a few lengths away on port seemed to be on the exact same course.

This fleet has seen some of the ringers towards the back today. We were playing just out of striking distance of the boys from CA and some of the Aussie hot shots. We are hoping for more breeze tomorrow but it is not looking likely.

Posted by stillonthewire at 11:38 PM 0 comments

Looks like the whole team is flying now



After a couple days of missing a few teams in the standings...it looks like things are rolling for the team from the NW. Breeze has been all over the board. Good conditions for a Worlds.

Team results later today.

Thanks to **Paparazzi.com** for the amazing photos. **Check out their site** and order a poster size picture for your office.

*Posted by PNW505 at **8:29 AM 0 comments***

January 27, 2007

Race 3!!! Again Adelaide did not disappoint with the wind. Nice trapezing conditions today with winds in the 12-15 range and a few gusts above. We started early in the gate right next to Doug and the Nicholsons. We had good speed and held our own for quite a while on the first leg. We were set up for the breeze and there were some big holes so we did our best to stay in the groove and watch the compass. Windward mark found us in the mid 20's and the fleet going every which way down wind. The wind was marginal wire running for us so we went deep and I think it paid off. We may have knocked off a few boats with this maneuver, it is hard to say due to the leeward gate sending people to different sides of the course. Our second beat we went right and seemed to make up some more space with the wind shifting all over. When we rounded the windward mark we were just behind Angus. A good spin set pushed us past him and we never looked back. We past 3 boats on the first leg and at the gybe mark we lost one. The leeward mark was much lower than many were sailing so we made up some more space there.

As we started the next leg the wind picked up and we made our way again out to the left. The wind was picking up at this time and we were raked for the conditions. Our speed was great going up wind and the boat felt like a rocket. Only one more down wind and an upwind leg to the finish. We stayed right on the run and straight into the breeze. Another good call by the skipper. We made up more space with our run and the wind was once again blasting at the leeward mark.

We started our last work up wind absolutely flying. Too bad the wind did not stay at that speed because I think we lost 5-6 boats upwind..... Overall I think we finished in the mid 20's again. We will see what happens tomorrow with the winds supposed to get a bit lighter.

Posted by stillonthewire at 11:03 PM 1 comments

What happened to the rest of the team?

Bruce and Scott, Mats and Paul got results...why the string of DNS from the rest of the team??? Hope everything is OK down there.

Posted by PNW505 at 8:18 PM 0 comments

Lee mark collision at worlds

Steve Adolf on the **Canadian Site** says...

The port tacker wasn't damaged, but the starboard tacker slowly sank as the bow tank filled slowly due to a hole in the nose. Had to retire after race 1. Port tacker did circles but was DSQd for not circling at earliest possible. Starboard tacker did not get redress for sailing with a sinking boat.

Wow! that's some collision. Hope it wasn't Brian that got the big hole.

These boats are pretty thin. Not like a Laser or CFJ that you can play bumper boats with.

Correct me if I'm wrong...but I do not think you can exonerate yourself for causing significant structural damage or injury by doing 720s. I think you MUST retire.

Posted by PNW505 at 3:27 PM 1 comments

What a start to the worlds!!! 20 knots and some big swells kept things really interesting. There were quite a few boats that capsized along shore just trying to get out. Sailing off the beach with no rudder is challenging to say the least then add on the 20+ breeze.... Wow am I tired.

We had a good start in the first race and picked the correct side to start. It paid off pushing us towards the top 20 at the weather mark. Cracking off the jib and setting the chute was a chore. With the fresh breeze, you just had to go for it and throw the kite up and when you did, hang on!! There were plenty of times you felt like you were looking down the elevator shaft as you had the back end of the boat skipping down the waves.

Our highlight of race one was rounding the marks along side legends like the Nicholson brothers and Ebbe Rosen. Mats picked great shifts and held on to keep us upright as boats were capsizing all around. We finally finished in 16th for the first race!!

Second race was not as great as the first. Wind still blowing in the 20's and shifty as can be. We gated early and were soon spit out with boats above going quickly past. We kept our course hoping for the same lifts as in the first race only to find that the rabbit picked up a 30 degree shift towards the end of his run. Not great for us and we started the long fight to keep clear air. Our speed was great in the puffs but struggled when it slacked off.

About 1/3 of the race left and Mats was groaning in the back of the boat. I thought he actually had something go wrong and asked if we had to go in. Thankfully he was able to dig up some extra energy and get us to the finish line. Both of us were exhausted as we came in from a long but great day on the water. We finished the 2nd race in 28th I think. No complaints from us as it was a grueling day.

Posted by stillonthewire at 1:25 AM 1 comments

January 25, 2007

Decent racing today with the first race supplying marginal trapezing and big shifts. There were huge gains to be made if you picked the shifts correctly. We had reasonable starts which kept us out of the back of the fleet. Still learning more about the boat and what people are doing to make it go faster. We have been pointing great but at times it turns out to be too much and we should be cracking off a bit to keep up the speed.

Second race found us keeping pace with Doug Hagan as the wind picked up. The lighter teams were able to jump to the wire and trap downwind and the rest of the ice cream eaters stayed low and worked the waves. Staying low worked for us and we were able to slide up a few places by the last mark.

Our crew work is getting better but picking the shifts has been really tough. We will see if that can be fixed in the worlds races.

Lay day between Nationals and Worlds brought winds into the 30 kts and only a few went out, saving our gear for the big event.

Posted by stillonthewire at 11:23 PM 0 comments

January 24, 2007

Pre worlds are deffinatly for checking out the boat and how you sail with your skipper. Great wind with puffs into the 20's. We are starting to feel that shoveling snow was not a good exercize for sailing. Quite a few capsizes in the fleet and we were happy to keep the boat upright. First race found us to far upright and I was not able to get the rig in tune. We were sure off the pace. Finally the race came to an end and we talked about heading in. We decided to start the race and see just how we were speed wise with the fleet in the freshining breeze. Started decent and rounded then top mark in the upper 20's. Great run down to the mark and a late take down while riding a monster wave, found us way past the mark. Kite take down was botched and we ended up shrimping with the spin under the boat. That made out decision to head in and do some boat work. It is better to get this all out of the way before we actually get into the worlds racing.

Posted by stillonthewire at 11:47 PM 1 comments

January 23, 2007

Well, we made it to Aus!!! First race of the series and guess who is the rabbit? Our boat finished 10th in the last race of the 2006 worlds so.... Welcome to a rabbit start Mats! What a view!! Crossing 80+ boats on port with all of them having to duck you is unbelievable!!! This place has tons of shifts and the chop is enough to stop you in your tracks.

Good thing it is only the pre worlds. I managed to put the main sheet cleat on so it would swivel forward instead of backwards. The was our first challenge. Mats was a champ working the main sheet around the front each tack and gybe. Second challenge was the spin sheet decided it was getting pulled to hard and let go of the spin when we were in good position.....

Second race found us 100 yds back from the rabbit at the start, which is not fast. This forced us to the right side and thankfully it was the favored side. We made our way to the windward mark rounding in the 20's. Made up some timew downwind then proceeded to loose all the gained spaces by going up the wrong side to windward. Guess that is sail boat racing.

It is great to see the NW teams arriving and getting their boats together.

Posted by stillonthewire at 10:52 PM 1 comments

Day one of the Pre Worlds Regatta

Day one of the Pre-worlds regatta is a time to tune up and get to know the race conditions. It is also a time to see who is going well.

The first race of the Pre Worlds had NW 505er Fritz lanzinger crewing with Howard Hamilin taking the bullet. Mats Elf and Paul Vongrey had a 29th. These two did not get a lot of practice time, so watch for them to climb the standings.

Not everyone on the team made it out the first day.

More to follow.

Posted by PNW505 at 7:57 AM 0 comments

January 22, 2007

More Links to Worlds Info



Summer in Australia! It's nice when there is a big event to follow in the dead of winter. Gives us something to do when it's 35 F around here. This is the sailing venue for the 505 Worlds. It looks like there is even a boat in the photo.

You can follow the goings-on here or some of the links below. **AUS 8877 Funkmobile** will be reporting on the Worlds at **SA**

Posted by PNW505 at 8:53 AM 0 comments

January 20, 2007

Another Blogger to watch for the Worlds

Another perspective on the 2007 505 Worlds

This has been updated for the change to the Canadian site.

And still more perspective



Posted by PNW505 at 8:19 PM 0 comments

NW 505 teams leaving for AUS

Northwest teams are starting to arrive in Adelaide for the 2007 International 505 World championships. Brian and Karl sailing 8755 will be the first to arrive and get on the water. After this

past few weeks of snow and ice, I am sure they will be looking forward to some warm temps. California boy Doug Hagan has already arrived and is awaiting the container so he can start his pre regatta boat work. check out his short video of the venue.

http://www.jugger.com/dhagan/2007Pictures/2007Worlds/MVI_5968.AVI

As the excitement comes in I'll try to keep the blog updated.

Posted by stillonthewire at 9:16 AM 1 comments

January 15, 2007

Wishing I was sailing!



Posted by PNW505 at 12:52 PM 0 comments

Labels: 505, boat, california, sailing, seattle, winter

Classic 505 Sailing Pics

It's a lousy cold day. The boat's in the garage...Only thing to do is to go computer sailing. I found some great OLD 505 pics in my web crawl. Enjoy! Tomorrow. How to assemble a modern 505.

Posted by PNW505 at 10:24 AM 0 comments

December 28, 2006

Nice Howard Hamlin Article in SW



Sailing World had been on my list of magazines that have **jumped the shark** lately...but they have

earned a reprieve for a while with the Jan/Feb issue. Finally a bit of worthwhile content that includes a nice article on Howard Hamlin.

Posted by PNW505 at 8:10 PM 0 comments

December 24, 2006

505 Class Sailing in the Northwest

Another welcome to the 505 class! We are located up in the Pacific NW. An area recently nationally well known for its wind. Actually we tend to sail in 5 to 20 knots most of the time and seeing 60 knots is pretty rare.

We sail a boat called a **505**. (aka **5-oh**, or by some some sailors with a manical grin on their face as "**Holy S**t that's fast.**")



It is a 16.5 foot (or 5.05 meter) centerboard racing boat that is designed to be raced with two people. The forward crew is sailing from a **trapeze** and the driver is hiking on straps.

The 505 is an **international one design** so many of the features of the boat are controlled by the rules. There is a fair amount of development allowed in the rules. More than some classes and less than others.

The boat tends to attract a broad range of sailors. Most folks over 6'-2" and 220lbs are a bit too heavy for many competition dinghies but the 505 would be happy to see them. We have drivers both male and female from 120 lbs to 190 lbs. You have to be pretty agile in the boat and an excellent athlete to win at the top level...but at the local level you can do fine if you are reasonably fit and are reasonably athletic.



In the PNW we have approx. 20 boats in competition. There are more boats in the area that are sailed less frequently.

This year we have 6 boats headed to **Adelaide Australia for the 2007 World Championships**. Probably the NW best chance is Fritz Lanzinger, sailing with Long Beach's Howie Hamlin. However,

Paul Vongrey scored a top 20 last year in England and will be trying again with a new driver taken from the 470 class, Mats Elf. Many of us realistically know we are not going to win. Just going for the experience and the fun of mixing it up in a fleet of 120 boats.



After all the folks return from the worlds we will be having a post worlds party to celebrate and to hear all the lies. If you are in the Pacific NW and are interested in the boat. Visit our [website](#) and watch for information on the party. You can also see more info on the boat at our [US site](#). You can also check back here during the worlds for updates from the PNW Team.

Posted by PNW505 at 5:45 PM 0 comments

December 23, 2006

Some sort of interesting teflon goo



This stuff has to be good for SOMETHING on a 5-oh

*Posted by PNW505 at **1:45 AM 0 comments***