

# INTERNATIONAL

# 470

by VANGUARD



A NEWLY SELECTED INTERNATIONAL  
YACHT RACING UNION (I.Y.R.U.) CLASS  
CATEGORY A

## THE 470: YOURS FOR THE 70'S

In recently granting the International 470 category A status at its meeting in November, 1969, the International Yacht Racing Union was impressed with the same features that make the 470 the two man one design boat for you:

- Hull design incorporating current high performance dinghy concept.
- Sail plan enabling average weight sailors to handle the boat easily.
- Class A IYRU status qualifies the 470 as a possible '76 Olympic Class.
- Class rules strictly one design.
- Construction of fiberglass.
- Proven class growth.
- Self rescuing
- Moderate Cost

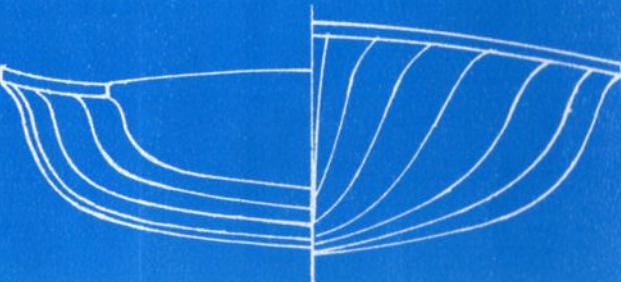
Sail the 470 and you will easily understand why over 5,000 470s have been built in the past five years. Beautifully balanced, the 470 has no quirks about her. Upwind, she is quick and lively with very little helm. Reaching and running she planes readily with stability, and has no tendency to oscillate, roll to weather, or trip on her bow. A well proportioned spinnaker adds plenty of off the wind action. Comparative dryness in choppy conditions is a designed feature.

The light displacement of the 470 makes her sneaky and active in the light going and assures plenty of heavy wind spirit. The trapeze assures that girls and teenagers can enjoy 470 sailing in heavy wind conditions and is exciting, easy to use and enables ANYONE to do a better job crewing.



## TECHNICAL DATA

LOA — 15 ft. 6 in.  
Length waterline — 14' 7"  
Beam — 5 ft. 6 in.  
Beam waterline — 4 ft. 3 in.  
Draft (CB up) — 6½ in.  
Draft (CB down) — 3 ft. 2 in.  
Minimum sailing weight — 253.5 lbs.  
Total Sail area — 13 7 sq. ft.  
Main sail — 97 sq. ft.  
Jib — 40 sq. ft.  
Spinnaker — 140 sq. ft.  
Mast height — 23 ft. 3½ in.  
Portsmouth Number 86



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**VANGUARD**

## THE INCOMPARABLE LIST OF STANDARD EQUIPMENT AND SPECIFICATIONS

### FOUND ONLY ON THE VANGUARD INTERNATIONAL 470

- Ultra stiff and light hand laid self-rescuing fiberglass hull and deck.
- Light weight fiberglass U channel ribs for stiffening hull and deck.
- High glass to resin ratio fiberglass.
- Positive safety foam flotation.
- Transparent transom drain flaps.
- Two Elvstrom bailers.
- Five buoyancy inspection ports.
- High impact and abrasion resistant cycolac rub rail.
- Spinnaker launch compartment.
- Shaped pivoting fiberglass centerboard lighter than wood.
- Mylar gaskets for centerboard hull opening.
- Shaped light weight tilt-up fiberglass rudder with control lines.
- Curved multi-laminated tiller with hiking stick on universal joint fitting.
- Anodized tapered aluminum mast with internal halyards, spinnaker fittings, adjustable gooseneck and spreaders.
- Anodized aluminum boom with internal clew outhaul and adjustable track for mainsheet blocks.
- Complete spinnaker equipment with anodized aluminum pole with quick release fittings.
- All stainless steel standing rigging.
- Harken ball bearing mainsheet blocks — 2 singles, 1 becket, and 1 ratchet block mounted on a ball and socket swivel base.
- Roller bearing mainsheet traveller and track.
- 2 Harken ball bearing ratchet cheek blocks deck mounted for jib sheets.
- Track mounted adjustable jib fairleads.
- After deck mounted spinnaker fairleads.
- Multi-purchase centerboard pennant.
- Three part complete boom vang with blocks.
- Adjustable mast step.
- Trapeze wires complete with handles and two position rings.
- Deck mounted cam cleats for mainsheet, jibsheets, spinnaker sheet, and guy and mainsheet traveller control.
- Dacron braid lines for all halyards, sheets and control lines.
- International class registration boat fees paid.
- Certified hull.

ITEMS IN BOLD PRINT CONSTITUTE OVER \$250.00 OF NORMALLY OPTIONAL EQUIPMENT.

## VANGUARD 470'S

There is one builder of the 470 in the United States: **Vanguard**. Chosen by the French Naval Architect of the 470, Andre Cornu, and by the 470 International Association from an array of competent U.S. boat builders, Vanguard distinguished itself as

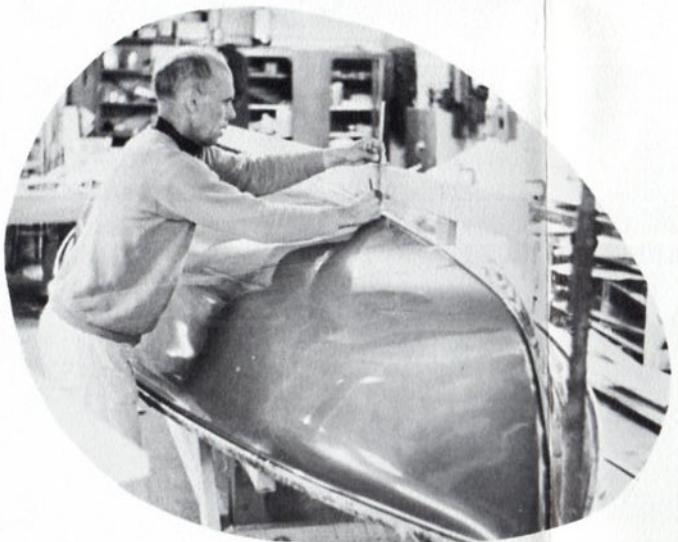
- experienced in similar size glass boats;
- ready to concentrate on the 470 as its major product;
- dedicated to building boats right.

Your first view of the Vanguard 470 will reveal unique construction methods which bond the one piece deck and hull into the most stiff and rigid unit possible at the minimum hull weight limit. Special internal stiffening for flat areas and carefully monitored glass cloth to resin ratios are standard procedure.

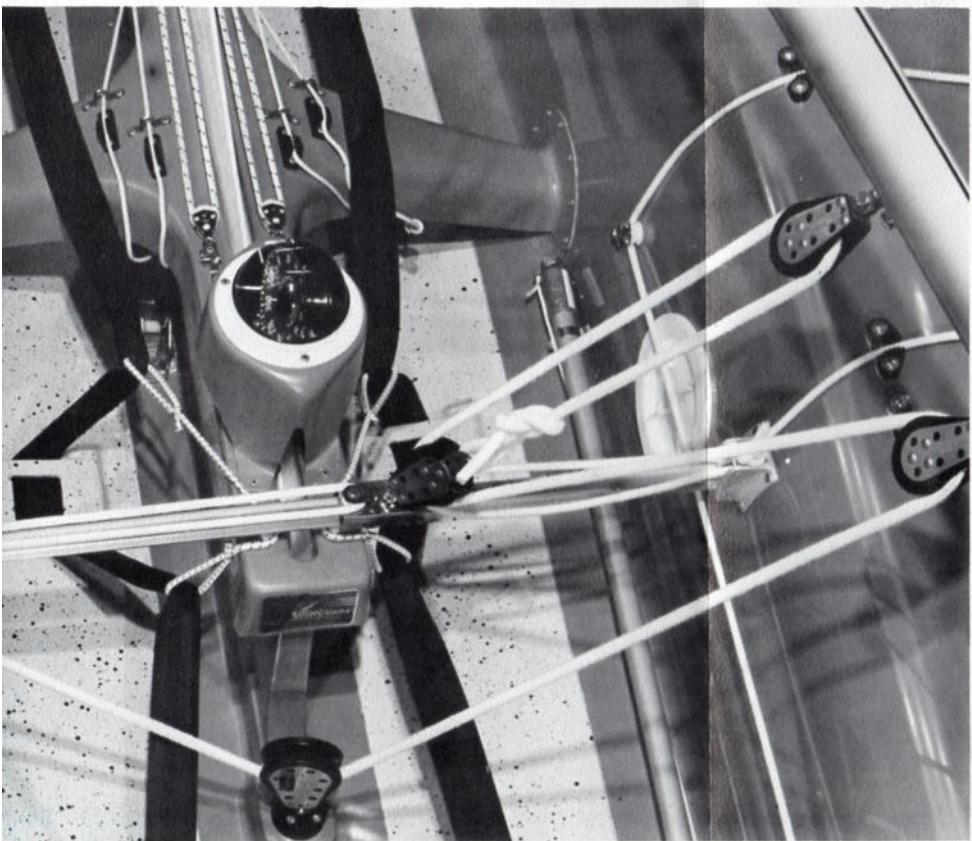
Hull and deck lines, compound curves in hull, air tanks, and sheer lines all appear fair and true under the most critical light and eye. Vanguard is proud to produce a high polish revealing finish.

Vanguard pride goes to the very last fitting on each 470. Each fitting is top grade and located in position after trial and error experiment. Everything needed to handle your competition is on the boat. A review of the fittings for the Vanguard 470 leaves no place for the double standard of 'stock' and 'custom'. There is one standard: **the best**. And that assures you that the boat delivered to you Friday will be a winner in the week-end regatta.





Measuring The U.S. Master Plug



Cockpit view showing control console, compass,  
roller bearing traveler and ball bearing blocks.

