

INTERNATIONAL 505 YACHT RACING ASSOCIATION



AMERICAN SECTION TANK TALK



VOL. 8, NO. 1

JAN/FEB 1971

PRESIDENT'S MESSAGE

We hope this issue gives you most of the information you need for the coming year. There have been several changes in National and International Rules and Measurement Procedures. The rules are included, and the new Measurement forms will be sent to all fleets when received from Paris. We are looking for a good folder for this issue and later ones. You should receive it within a few months. We also are awaiting a new U.S. 505 blazer and sailing jacket patch.

Our 1970 year was highlighted by a 5-0 boat North Americans and a World Championship attended by eight U.S. boats. One of these, sailed by Chris Boom and George Ribeiro, came ninth, very creditable in view of several breakdown problems that they had.

Another distinct plus has been Mat Matheson as Secretary/Treasurer. He, with the expert help of his wife Claudia, has brought an air of quiet efficiency to this office; not to mention the humor evident in his report.

Ki Kaiser must have been doing a good job as Class Information Officer because neither Mat nor I get any enquiries. Of course, there could be another, less pleasant explanation.

We have tried to build upon the excellent organizational groundwork of Chuck Angle and Dave O'Neill. We have caught up on our financial backlog and look forward even to the possibility of reduced dues if everybody pays their share. "Aye, there's the rub!", 500 known registered boats and only 242 dues-paying members. These pay for the organization provided for all. We hope that Mat's proposed budget speaks for itself. Our money isn't thrown away; it is used to the advantage of us all. Those of you who receive this issue will have paid your dues last year. Keep it up in 1971 and persuade your fellow fleet members to do the same. We hear from fleet captains that some members feel no need for a National Organization and prefer to concentrate on their own fleet activities. To think that individual fleets will grow without National competition is, in my opinion, a fallacy. I base this on the most frequently asked question of potential new 505 owners "What is the competition like round the country?" You

will appeal to a very limited type of competitor on a strictly local basis. Of very practical significance note this:

1. DUES PAYMENT IS MANDATORY FOR PARTICIPATION IN ALL INTERFLEET, REGIONAL, NATIONAL AND INTERNATIONAL 505 EVENTS.
2. BOAT OWNERS MAY NOT BE ASSOCIATE MEMBERS. Finally and most important for you potential internationals:
3. REGIONAL REPRESENTATION IN THE 1971 WORLD CHAMPIONSHIPS WILL BE IN PROPORTION TO PAID-UP 1971 DUES ON APRIL FIRST.

To refer to the 1971 World Championships and the selection of the U.S. Team one last time:

Size of U.S. Team: 15 boats plus our proportion of unfilled places and last-minute cancellations.

Selection Method:

1. First place 1970 North Americans
2. First place 1971 North Americans
3. Second place 1971 North Americans
4. First place East Coast Championships
5. Second place East Coast Championships
6. First place Mid-West Championships
7. First place Pacific Coast Championships
8. Second place Pacific Coast Championships
9. First place Pacific Coast Invitational at Santa Cruz, Aug. 21-23, 1971.
- 10-15 One place for each region. I thru VI.
- 16 plus. Distributed among the regions IN PROPORTION TO 1971 DUES PAID.

Last minute cancellations, after August 1st.



Regional Coordinators and fleet captains should devise a selection method for each region which will allow selection of up to 6 boats per region. We have sent preliminary programs for the Worlds to all coordinators, together with a list of motels. If you are coming to Santa Cruz, we urge you to put a reservation on some motel space, or one of the beach cottages we have reserved. Get this information from your co-ordinator.

Foreign entries are starting to roll in: England, France, Sweden, Zambia, East Africa, Hong Kong; 15 for sure so far, with virtually certain entries from Argentina, Australia, and South

Africa at least.

RESULTS OF 505 RAFFLE 1970

Tickets sold - 459 @ \$10.00	\$4,590.00
Prizes paid so far -	\$1,891.70
To be paid (estimated) -	<u>260.00</u>
	\$2,151.70
Other expenses: postage, promotion, etc.	<u>22.00</u>
Balance towards World Championship Expenses	<u><u>\$2,416.30</u></u>

1st Prize:	<u>International 505 Class Yacht:</u> Gary Gossman, Deerfield, Illinois.
2nd Prize:	<u>Suit of Sails:</u> Bill Denhart, San Jose, California
3rd Prize:	<u>Spinnaker:</u> Guy Giappini, Portland, Oregon.
4 & 5:	<u>Timers:</u> Robert Bratman and Dick Saylor, California.
6 & 7:	<u>Trapeze Harnesses:</u> Jim Hitte, Calif. and Geo. Mynchenberg, Ohio.
8 & 9:	<u>Cases of Wine:</u> R. N. Koch, San Jose, Calif. Norm Hackford, Sunnyvale.
10-12:	<u>Life Jackets:</u> Rush Drake, Torrance, Randy Foster, Long Beach, Bill Denhart, San Jose, California.
13-16:	<u>Compasses:</u> Walter Little, Rhode Island, Paul S. Bush, Michigan, C. G. Scott, Mass., Matson and Hartm, Daly City, Calif.
17-25:	<u>Gloves:</u> Henry Bielstein, Va., Reynolds Secord, Wisc., Lowell Peterson, Washington, D.C., Jack Egbert, Portola Valley, Calif., Richard Fenton, Mass., Dennis Surtees, Calif., Barry Kuehl, Conn., Nancy Meyer, Va., Al Chambers, Calif.

Note that eleven states are represented. Twelve were won by Californians which almost exactly represents the proportion of tickets sold in California, 207 of the total 440. Of the rest, every area did its share and every area except Florida is represented. That Florida did not win any prizes is a shame, because this whole raffle stems from the ideas of a Floridian and one of our most gung-ho 505ers, John McNeill. He inspired the idea and he personally sold a very large share of the tickets. Thank you to everyone who contributed their time, effort and money. Very special thanks to John O'Neill. I hope that we can persuade your fellow 505ers down there in "the other orange state" to share your talents with the rest of us from now on. Lists of all tickets sold and to whom will be available to anyone interested.

We must clarify any misconceptions arising from the statement of accounts in the last TANK TALK. Dave O'Neill has protested the wording of the wording of the statement as implying dishonesty on his part. The figures were accurate, but absolutely no suggestion of dishonesty was intended, because there was none. We sincerely regret any such possible misinterpretation. Dave has worked hard and loyally along with

Chuck Angle in 1968-69 to put our Association on its present stable footing.

Finally, we have had one signal success. You have seen it, of course, the front cover of *One-Design*. "They can't be all bad."



"HEY JOE - AT LEAST WE CAN MAKE PG 2 OF TANK TALK"

VYN. ALTHIER

SECRETARY'S REPORT: MAT MATHESON

Eour new fleets were chartered during 1971. Unbelievable! We ran out of charter forms, new boat registrations were strong, and there were also quite a few. Over 500 505's now in the US of A. That's about one boat for every 400,000 people. There's also a couple of 506's too, but I didn't want to distort the big picture so I left them out.

Seriously though, the class is growing and those sailors who enjoy performance and honest competition are discovering that the 505 has a lot to offer. The boat is here to stay. We're making it without Olympic status and with only a few truly skilled domestic builders who don't need huge advertising budgets, and without adequate press. It's a hell of a dinghy.

Now that I've got your ego pumped up we'll move right on to the next item which is the financial state of the section. As of 12/31/70, we were in the black by \$433.62. We managed to stay pretty close to the budget published last time except that we haven't paid for this TANK TALK you're now reading. A financial statement that closes 1970 is located somewhere else in this issue.

A budget for 1971 is also shown elsewhere. We're forecasting 300 dues paying members (what other kinds of members are there?). This is an increase of about 50 over 1970. We hope that the membership decals that will be displayed on transoms will help to identify freeloaders and encourage dues payments. If we can afford one

or two K's for a boat, we sure as hell can afford a \$15 membership and help support the class organization. The budget shows where the money goes. Dues of \$15 are necessary only because so goddamn many people ride free. If everyone paid, dues could be lower.

The US section has come a long way in the last few years. The Angle/O'Neill administration turned it around. They established a regional organization, required measurements, and revived the yearbook. We've tried to sustain these improvements and improve services to the membership. Ray Lopez put us in the black and with money we've been able to print a promotional brochure. This yearbook, even though small, is available and will be improved. New members now receive a letter of introduction, class rules, regional information, and back issues of TANK TALK. From here on we need more money, more dues paying members.

BUDGET - SEPTEMBER 15 - DECEMBER 31, 1970

	Projected- Tank Talk- Sept/Oct 70	Actual
Tank Talk	\$300.00	\$184.95
Year Book	500.00	---
Stationery:		
Invoices	15.00	---
Letterhead	35.00	48.59
Stamps	25.00	50.66
Office Supplies	---	31.84
Telephone	---	8.69
	875.00	324.73
Int'n'l Dues	---	**352.00
Paris Registrations	---	**448.00
Membership Decals	<u>240.00</u>	<u>***264.86</u>
TOTAL BUDGETED	\$1115.00	\$1389.59

*Charges not in 1970 - deferred to 1971 due to later printing than anticipated.

**These two items, both due year end to Paris, were not in the budget due to misunderstanding of the previous handling. In the future boat registrations will be done on a "pay-as-you-order-a-number" basis and monies for International dues are now set up as a liability payable and will not go into our working accounts.

***We thought we could postpone this expense until 1971, but had to pay in 1970. It will be prorated on a three year basis.

Summary: Complete accounting detail shows in the balance sheets presented. The books closed out for the year (1970) with a \$33.45 loss, which does show that dues are in line with the expenses of running the office. We hope to have a much better year next year, with perhaps some profit going to assist in payment of expenses for the World's Championships.

PROJECTED BUDGET - 1971

Income	300 members @ \$15.00	\$4500.
Outgo		
Publication:		
TANK TALK (5 Issues)	\$2000.	
Promotional Brochures	175.	
Yearbook	200.	
Fee		
International Assoc. Dues	600.	
NAYRU	50.	
Donations		
World's	300.	
N.A. Championships	100	
Supplies		
Stationary - Office Supplies	375.	
Stamps	150.	
Expenses		
President	100.	
Secretary	100.	
Regional Coordinator	150.	
		\$4300.

"1971 MAJOR 505 REGATTAS AROUND THE STREET AND UP YOUR BLOCK"

by

Claudia Matheson
Assistant Flunkie

Racing, 505 type, gets under way in the Florida area in March with some kind of race in Miami, they didn't say what kind. June so it just might be the one to attend if you really feel the need to get out. Here in California (sez the Chamber of Commerce) we should be sailing even earlier but not sure whereunless they mean the Camellia Cup in Sacramento. That does take place in March, but only crazy people sail in it. Last year there were some 20 odd boats, and I do mean odd.

The information I have now skips all the way down to June; lots of time to get the yard in shape. Wow! The weekend of June 5th and 6th is a biggie; first you have your Mid-West Championships out of Kalamazoo, Michigan; that should be a great regatta. Last year Graham Alexander put together a winning series with Chuck Angle in second. In Marblehead, Mass. they are sailing the Westall Regatta and the Spring Series begins in Niantic Bay, Conn. Should be quite a weekend. Nothing much to do for the rest of June except grit up for the East Coast Championships in Rochester, New York on the 25th and 26th and 27th of June. Rochester is our newest Fleet (#27) and this is getting their feet wet in a big way. So far July looks like a dry month except for the North American Championships in Waukeegan on the 3rd, 4th and 5th. Am sure there will be plenty of racing on the fleet level but the big

one is all alone in July. Should give us all plenty of travel time.

Narrangansett Bay, Rhode Island will be the site (such a sight) of the New England Championships on the 6th and 7th of August. This is another one of those that just could secure you a spot on the line a little later in the year at Santa Cruz. Speaking of Santa Cruz, is there anyone who doesn't know that this really biggie begins on August 24th and runs to the 2nd of September. There is going to be some sort of prelim somewhere, which, if you look at any current calendar should have to be in the third week of August. The scuttlebutt I keep hearing is either Ballena Bay (S.F. Bay North) or Santa Cruz. Seems everyone wants to duplicate World's conditions without wearing out our welcome at Santa Cruz. Sort of a tough assignment. Some of the activity here on the West Coast right about now is kind of like trying to make a Boy Scout Jamboree look like D-Day. You never saw so many committees with so many people trying not to be on them, because they hope to be sailing. Somewhere there has to be someone who doesn't want to sail in a World's Championship, but so far have not seen nor heard hide nor hair of them. That's really a stupid

statement. Who cares if there isn't a super committee to organize something everyone is too tired for anyway; I'm sure there isn't a five-er reading this that wouldn't give his...well, you know, whatever he could spare, to race in the World's. Okay, that gets us over the World's and on to a full weekend over the Labor Day Holiday. There is the Region One Championships in Niantic, Conn., the Open Regatta in Waukegan, Ill., Fleet #12 Championships on San Francisco Bay, and as they say in the big time, many more too numerous to mention.

Long Island Sound Championships skip over to the next weekend on the 11th and 12th of September at Niantic Bay in Conn. That sort of wraps it up for the major Regattas this year that I was able to gather information and dates on. The Pacific Coast Championships and several other local area races have just not had firm dates set yet. Watch your local paper for time and location. It's going to be a big year for the 5-0's in the US of A; good luck and smooth sailing to each of you (and me too, you don't see me volunteering for any World's Committee work).

INTERNATIONAL 505

BALANCE SHEET

January 31, 1971

Account	Description	Balance of 12/31/70	Dr.	Pr.	Balance of 1/31/71
<u>ASSETS</u>					
#103	Bank	433.62	853.00	419.93	866.69
#120	Prepaid Exp. (Stickers)	264.86		88.29	176.57
<u>LIABILITIES</u>					
#200	Accounts Payable	<256.93>	256.93		--
#231	1971 Intn'l Dues Payable	<52.00>		100.00	<152.00>
<u>INCOME</u>					
#301	Dues - 1971	<343.00>		665.00	<1008.00>
#302	Measurement			5.00	<5.00>
#303	Tank Talk				--
#315	Miscellaneous Income			16.00	<16.00>
<u>EXPENSES</u>					
#803	Boat Stickers		88.29		88.29
#901	Trans. to Paris	<80.00>	128.00	32.00	16.00
#902	Holding (refund)				
#990	Profit or Loss	4 33.45			33.45

"FUNKIES"

SUMMARY '71 →

5-6 June	Mid-West Championships, Kalamazoo, Michigan.
5-6 June	Westell Regatta, Niantic Bay, Conn.
25-27 June	East Coast Championships, Rochester, New York.
3-5 July	North American Championships, Waukegan, Illinois.
5-10 July	European Championships, Copenhagen
6-7 August	New England Championships, Narragansett Bay, Rhode Island
24 Aug - 2 Sept	WORLD'S CHAMPIONSHIPS, SANTA CRUZ, CALIFORNIA
4-6 Sept	Region One Championships, Niantic Bay, Conn.
	Open Regatta, Waukegan, Illinois
	Fleet #12 Championships, San Francisco Bay.
11-12 Sept	Long Island Sound Championships, Niantic Bay, Conn.
31 Oct - 1 Nov.	YCIF Team Cup, 1970, Essen

Pacific Coast Championships - Far East Championships - All Africa Championships: To be announced along with other local, national and international events.

MIDWEST, Region III

DEC '70

A few years ago the Midwest had only one fleet and it consisted of less than a half dozen boats. The fleet was Fleet #13 in Waukegan, Illinois. Today the Waukegan fleet has 15 boats, Columbus, Ohio has a fleet of 12, and Kalamazoo, Michigan, our newest and most energetic group, has 7 boats with a very bright future. There are 78 boats in the Midwest with three new fleets in the making. All of this has brought very keen competition to the Midwest.

The progressive programs of Columbus and Waukegan fleets for boat promotion this past summer, accomplished through attendance at many different open regattas throughout Illinois, Wisconsin, Michigan, and Ohio, have shown their results. This gave our new fleet in Kalamazoo, Michigan a tremendous boost. It has also begun development in other areas. I think this effort has told our side of the story with more honest than could be done in any other way. With this and George Mynchenberg's part, present and future effo-ts, I don't think there is or will be anyone who doesn't know exactly what a 5-0-5 is, does, and how it does it! George has done a tremendous amount for the Midwest by making the Rondar easily accessible.

Another item that has been a major contribution to our growth is the 5-0-5 film that Jacobs-Bernhard Enterprises of Waukegan master-minded. The film has a new heavy-air edition this year that can't be equalled by anything!

The Midwest will host the North Americans in Waukegan, Illinois on the open waters of Lake Michigan next summer. The regatta will be one of the qualifying regattas for the 1971 World's.

Ki Kaiser

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MID-WINTER CHAMPIONSHIPS

DEC '70

The most successful to-date Mid-Winter Championships were held at Eau Gallie Yacht Club, Eau Gallie, Florida 28-30 December 1970. The regatta was sponsored by Fleet 15, under the able leadership of Fleet Captain John MacNeill. He insured that there was adequate wind and arranged for the sun to shine continuously to keep us warm but not hot. He and other fleet members also acted the most gracious hosts, providing room and board to the visiting sailors. Eight races (with one throw-out) were sailed by the 24 entrants, with several short warm-up races on the day before. Entries were from Florida, Alabama, Virginia, Maryland, Massachusetts, Pennsylvania, Ohio, Iowa, Rhode Island and Ontario, Canada. The headlines in the papers were great for us: "Virginians Take Home all the Bacon." The results for our six entrants were:

David (?)	& Lloyd Betts	1	11 pts.
Rene Ellis	& Henry Jacocks	2	19-1/2 pts.
Jim McElveen	& Greg Lawson	3	19-3/4 pts.
Gene Hinkel	& Rich. Wallio	5	27 pts.
David Baxter	& Mark Gibbons	11	85 pts.
Henry Bielstein	& John Jacocks	21	131 pts.

You will note, that with the greatest magnanimity, your editor saw that the 21st place was going to be vacant. Therefore, without the slightest hesitation, and to preclude the confusion if there were 2 3rd places, and no 21st place, he claimed the 21st place for his own. How about that for rationalizing some poor sailing, sports fans?

After some frantic detective work, I found out that David what's-his-name was David Zanks - who else? He did some beautiful sailing those days, and should be a real contender in the World's this summer.

MacNEILL



INTERNATIONAL 505

FINANCIAL REPORT

YEAR END REVIEW 1970

AMERICAN SECTION

	Beginning Balance 8/30/70	September Activity Dr.	October Activity Cr.	
<u>ASSETS</u>				
#103	Bank Account	3005.37	517.61	1660.01
#110	Limbo Account	<2588.78>		
#120	Prepaid Expense			
<u>LIABILITIES</u>				
#230	International Dues - Payable 1970		18.00	14.00
#231	International Dues - Payable 1971		2.00	12.00
#250	Raffle Monies	<730.00>	290.68	2159.55
#200	Accounts Payable			
<u>INCOME</u>				
#301	Dues - 1970	<120.00>	117.00	112.00
#301A	Dues - 1971		13.00	78.00
#302	Measurement	<20.00>		33.43
#303	Tank Talk	<19.00>	44.93	134.56
#315	Donations		16.00	
<u>EXPENSES</u>				
#801	International Dues - 1970			
#803	Boat Stickers			
#805	Yearbook 1969		1390.88	
#806	Boat Registrations to Paris			448.00
#807	Bank Charges	3.00		
#808	Secretary Supplies	49.89	13.42	
#809	Secretary Service	12.93		
#810	Telephone	13.55		
#811	Postage	24.44		
#812	Dues - NAYRU	15.00		20.00
#813	Tank Talk	253.60	239.71	
#815	Travel Donations	100.00		
#804	Printing - Distribution			
#901	Trans. to Paris			
#990	Profit or Loss			

*November Activity		December Activity		Balance 12/31/70	**Journal Entry to Close Books For 1970		Beginning Balance 1971
Dr.	Cr.	Dr.	Cr.		Dr.	Cr.	
807.00	4556.89	245.00		433.62		433.62	
2588.78				--		--	
264.86				264.86		264.86	
32.00				--		--	
3860.23	16.00	22.00		<52.00>		<52.00>	
	680.00			--		--	
		256.93		<256.93>		<256.93>	
130.80						--	
109.00		143.00		<479.80>	479.80	<343.00>	
				<343.00>		--	
2.00				<53.43>	53.43	--	
				<200.49>	200.49	--	
				<16.00>	16.00	--	
352.00	352.00			--		--	
1390.88				--		--	
448.00				--		--	
27.73	2.59	4.11		3.00	3.00	--	
	12.93			92.56	92.56	--	
8.69	11.85			--		--	
11.38		19.28		10.39	10.39	--	
	15.00			75.10	75.10	--	
	224.73	184.95		--		--	
				453.53	453.53	--	
				100.00	100.00	--	
		48.59		48.59	48.59	--	
			80.00	<80.00>		<80.00>	
					33.45	33.45	

*On the 11/30 period the World's raffle money was journalized out to their set of books and set up independently. Also, the "Limbo" account, cash received from Lopez, was closed out to cover all expenses insured during his time of office. This money covered all such expenses, including the Yearbook from the previous year and the excess of \$130.80 was placed into Dues 1970 for the final distribution at the end of the year.

**The 1970 year closed out with a loss of only \$33.45. This shows dues to be very much in line with expenses of running the National Office.

INTERNATIONAL REPORT

The Central Office in Paris suffers from the identical dilemma that the American Section and most fleets experience. Lack of money. As Matt says, too many free riders. (Put more eloquently however.)

Recently we received the French Section Bulletin of the class. A superb publication with slick paper, partial and full page ads, photos, etc., in fact, the works. Interestingly enough the drawings and article on jib sheeting, appearing in TANK TALK last year were also in this bulletin, in French. (That was the one with the French, English and Swedish systems with the "Californian" system.) Even by stretching my high school French to the limits, I could not translate enough to get much out of it. However, it was apparent that this bulletin could be the basis of an International publication expanded by an English section and underwritten by American and English ads to supplement the French. We all want the same thing, exchange of tuning ideas, sailing techniques, and locations and times of competition.

Unfortunately, this French bulletin cannot be expanded because of costs, printers problems, etc. So if this is a good idea, [an International Publication,] some means and volunteers for information have to be found. Any suggestions?

 The Class in 1970 registered 316 new boats throughout the World. The Big Three, England, France and the U.S. of A signed up 66, 63 and 57 respectively. Fourth place went to Germany with 23 (Dying Flutchmen country). Other National Sections displaying growing pains were Sweden, Canada, Switzerland, Denmark and Finland; totaling another 75. The remainder were strewn over the seven seas from Hong Kong to Bermuda. While our future, if measured by growth, is assured, it is always pleasant to look back and remember how it was.

With this in mind, pay heed to the first instalment by Jean Cettier, Hon. Secretary of the Class, of the origins of our noble dinghy.

....The story begins in 1931 when Victor Brix designed the "Caneton", a hardchine dinghy for the "Cercle de la Voile de la Seine Maritime", a club on the Seine near Rouen. At that time, every club had its own monotype, mostly with keel. It was the time of 12 metre, 6 metre, etc., but many men were not rich enough to own one.

My father, Alain Cettier, got a "Caneton" and sailed with some friends at this club for one year, but it was a bit far from home and so they founded a new club near their homes. They sailed every Saturday and Sunday on the Seine and on the nearest sea in Normandy, where a few years later the great landing was to happen: Ouistreham, Courseulles, Dieppes etc., so the Caneton was expanded to other locations.

Just before the war, in 1938, my father joined the "Yacht Club de la Marne" near Paris, and founded a fleet. At this time, another fleet was

established in the North, near Lille, and once or twice a year they sailed together. The Caneton was at that time one of the only dinghies sailing in France and by far the most numerous (200).

When the war and the German occupation came in 1940-41, yachting became popular as very few activities were possible; however, the building of boats became very difficult with the shortage of wood, especially mahogany and spruce for masts. However, within 4 years over 400 boats were built. A "Team Cup" was organized with each club exchanging two teams. The boats were supplied by the clubs as no transportation means were available. The winner would meet another winner and so on. At that time Alain Cettier became the Honorary Secretary of the National Yachting Authority.

Just after the war, the Caneton was the only dinghy well established in France, but the "one design" was not really respected as numerous boats were made by owners or unskilled people with very poor wood. So, the association of "Caneton" owners (Asproca) adopted restrictive rules and they became a "restricted class". In Winter 1946/1947 they numbered 750.

It appeared to Alain Cettier that the French sailors competed together without any contact with foreign yachtsmen as no "Caneton" was sailed beyond the French border. So the French Federation organized in 1950 the IYRU European Championships for two-man boats, but Alain Cettier thought the Caneton was not the boat which most European sailors wished to sail. So, upon the request of several countries, mainly France, a trial was made in 1951 at Looschetch in Holland to find a European two-man dinghy. (The "Tornado" designed by Uffa Fox was dying at birth; it was too big and too expensive.) Several Canetons were there, as well as F.D., Int. 14, Thistle, etc.; the F.D. was the best of course and got the title of "European two-man dinghy" for internal waters at the IYRU meeting. So, the following year, in 1952, France organized other trials in La Baule where F.D., Caneton, 2 Italian classes, several 14 footers, Hornet and Coronet sailed. John Westell was thinking to sail at Looschetch with a special 14 foot out of the restrictions, but was not able to build her, so he built a super one of 18 feet to beat the F.D. The "Coronet" did it. It was the fastest on all legs of the course, even with different crews, while the best of the two F.D.'s always kept its giant crew. At the November meeting the IYRU said that the Coronet would get the International title if it expanded as a class.

After unsuccessful contacts with the Hornet Class, Alain Cettier, advised by some friends, wrote to John Westell to ask him if he could shorten his "Coronet" to the length of the Caneton: 5 m., the 5 cm. being the tolerance of the restricted class rules. In fact the Coronet was too large to be sailed by French crews and also too expensive and too close to the F.D. by volume.

John Westell agreed but said the new boat would not be fair with the Caneton. John sent the drawings early in January 1953 (Y. & Y. published the drawings in the January issue) and the French

Caneton association voted unanimously for the new design. So at Easter, the first French built boat was sailing as well as the English one, built by Fairey Marine.

In September 1953 the first regatta was sailed with 3 English boats and 3 French boats at Ouistreham for the YCIF Team Cup. The English teams were composed of John Westell, Max Johnson (British President), Richard Creagh-Osborne, Derek Pitt-Pitts, Charles Currey, Austin Farrar. The French teams were: Jacques Lebrun, Jean Cettier, Roger Tiriau, E. Lebec, A. Ispahdinc and F. Aubry. The English won.

The President of the YCIF presented a solid silver cup, copy of a cup of the "Chateau de Versailles", to the F.F.Y.V. (French Yachting Authority) to be a team cup for a two-man dinghy. The FFYV decided this cup will be sailed for on 505's, but it is still their property.

I will try to write the following later on

It will be interesting to hear the conclusions of this story of iron men in wooden ships and how their plastic progeny compares in the 70's.

Speaking of the 70's (beyond 1971) the Finnish Association is organizing a bang up wing ding for the World's in '72 at Hangö, Hanko, Finland. Southern most peninsula of the Finnish mainland. The dates arranged have the event from the 14th to the 19th of August 1972. (The Olympic Games open in Munich on Sunday the 27th with the Yacht Races at Kiel beginning on Tuesday the 29th.) Open waters, weak currents, undisturbed winds, A-grade hotel, double or single \$3.50 to \$4.50 per day, down to dormitory accommodation \$1.00 per day, within 2-1/2 hours by auto to Helsinki. Regular travel connections from London, Copenhagen, etc., to Helsinki.

Prepare to suit up immediately after Santa Cruz you guys to join Plane and Jybo in their long awaited comeback.

THE INTERNATIONAL 505 CLASS CONSTITUTION -
REVISION DRAFT - COMMENTS AND MODIFICATIONS
REQUESTED NOW.

Rule 1

Name

The name of the Association shall be "THE INTERNATIONAL 505 CLASS YACHT RACING ASSOCIATION" (hereinafter called the International Association).

Rule 2

Class Insignia and Flag

A. The insignia of the Association shall be the figures 5-0-5 arranged : - 

B. The Class flag consists of a blue rectangle with a yellow triangle superimposed on it whose base is formed by the hoist. The Class insignia is superimposed in blue on the yellow triangle. A yellow duckling in the form of the insignia of the French Caneton Association is superimposed upon the resulting upper blue triangle. A yellow coronet in the form of the insignia of the

Coronet dinghy designed by John Westell is superimposed in the resulting lower blue triangle.

Rule 3

Objects

The objects of the International Association shall be:

- A. The promotion and development of the 505 Class throughout the world under uniform rules;
- B. Cooperation with the International Yacht Racing Union and other yachting associations;
- C. Cooperation of International Championships for the Class and for other international events;
- D. The control of the design and the registration of boats;
- E. The creation and maintenance of contact and friendship between members.



Rule 4

Membership*

A. (i) A full member shall be:

- (a) an owner or part owner of a registered 505 or a person interested in the 505 class, and
- (b) a member of a yacht club recognized by the member's National Yachting Authority.

Privileges are:

- (a) to be a member of the National Association of the country in which he resides and to be a member of a fleet within its jurisdiction,
- (b) to hold any office, to attend International and National General Meetings and to vote, and
- (c) to participate in races within the jurisdiction of the International Association, any National Association or fleet.

(ii) Associate member shall be a member of a recognized yacht club who is interested in the 505 Class but is not a boat or part boat owner.

Privileges are:

- (a) to be a member of his National Association,
- (b) to act as helmsman or crew in any race, and
- (c) to attend General Meetings of the Class but not to vote or hold office.

B. Applications for membership shall be made in writing to the Secretary of the proposed member's National Association (or to the International Secretary if he has none) and such application shall state his name, address and qualification for membership. The Secretary shall grant the application for membership subject to ratification by the next meeting of the National Committee (or International Executive Committee). The appropriate Committee has absolute discretion to ratify or revoke the grant of the application.

C. Cessation of membership

(i) Notice may be given by a member wishing to resign from membership at any time.

(ii) A member's National Committee (or if he has none, International Executive Committee) may

at any time expel a member for cause providing that before a resolution for expulsion of a member is passed notice of such resolution shall be given to him and he must be given the opportunity to appear before the relevant Committee to put his case. A member who has been expelled may appeal to the International Governing Committee providing that he gives notice to the International Secretary and National Secretary within 14 days of his expulsion.

(iii) If a member has not paid his subscription within 12 months of it becoming due, his membership shall automatically cease.

Rule 5

Fleets

A. Formation

The owners of five or more registered 505s who are full members may apply to their National Association (or if they have none to the International Association) to form a Fleet. The application shall be made in writing to the Secretary of the appropriate Association stating the proposed locality of the Fleet, the registered numbers of the boats forming it and the names of their owners. The Secretary shall place the application before the next meeting of the National Committee (or the International Executive Committee) who shall in their discretion grant or reject the application. The application must be refused where the effect of its grant would lead to the formation of more than one fleet at a recognized yacht club. The National Association (or International Executive Committee where appropriate) may disband a fleet where the number of boats owned by full members falls below five.

B. Full members of the fleet shall hold a meeting once in each year when they shall elect a Fleet Captain and such other officers as they deem necessary. Not less than 14 days notice in writing shall be given of the meeting and notice of the election of the Fleet Captain shall be given forthwith to their National Secretary (or International Secretary if there is none).

C. Fleet Captains or their appointed deputies shall be entitled to attend and vote at meetings of their National Committee.

Rule 6

National Associations

A. Formation

The owners of five or more registered 505s in a country where there is no National Association may apply to the International Association to form a National Association. The application shall be made in writing to the International Secretary stating the name of the President and the name and address of the Secretary of the proposed Association. The Secretary shall place the application before the next meeting of the International Executive Committee who shall in their discretion grant or reject the application subject to ratification by the International Governing Committee.

B. Membership of the International Association confers the automatic right to membership of the member's National Association.

C. The National Association in General Meeting may provide for or amend its own constitution except that a National Constitution must contain the following provisions which are not capable of amendment without amendment of these Rules:

(i) the provision in this Rule relating to the officers of the Association and their election;

(ii) the provision in this Rule relating to the National Committee and its powers;

(iii) the calling of a General Meeting at least once every year; written notice containing the agenda of such meeting to be given to all full members; and

(iv) the amount of the subscription payable by full and associate members shall be determined by the National Association at its Annual General Meeting.

D. The officers of the Association shall be the National President and National Secretary and such other officers as the Association may prescribe in its constitution.

E.* The National President and National Secretary shall be elected each year at the Annual General Meeting of the National Association and their names shall be notified to the International Secretary forthwith.

F.* The National Committee of each Association shall consist of the National President and National Secretary and the Fleet Captains within its jurisdiction together with such other members as its constitution may provide. The Committee may delegate its powers to one of its members or to a sub-committee of its members.

G.* The National Committee has the following powers and duties:

(i) the collection and payment of royalties and registration fees to the International Office;

(ii) the collection and payment of subscriptions to the International Office;

(iii) the collection of subscriptions to the National Association;

(iv) the appointment of class measurers, the maintenance of measurement templates and the issue of measurement certificates;

(v) matters relating to the membership and the formation of fleets within jurisdiction; and

(vi) management of the Association subject to the rules of its constitution.

Rule 7

Officers of the International Association

A. They shall consist of an International President who shall serve for a term of three years and an Honorary Secretary and an Honorary Treasurer who shall both be elected annually. The Honorary Treasurer and Honorary Secretary shall reside in the same country.

B. Candidates for election shall be nominated in writing by a National Association and such nominations must be received by the International Secretary not later than the 31st of July in the year of election.

C.* If there is more than one candidate for any office then the International Secretary shall

cause a postal ballot to be held amongst all full members of the Association. Notice of the ballot together with the names of the candidates shall be sent to all National Secretaries within one month of the close of nominations. The National Secretaries shall cause ballot papers to be sent to all full members forthwith. The completed ballot papers shall be returned to the International Secretary within three months of the closing of nominations. Postal ballots for elections shall be held in accordance with Rule 11.

D. The International Governing Committee may appoint a member to fill a casual vacancy until a new officer is elected in accordance with paragraphs B and C above.

E. Honorary officers of the Association may be elected at any International General Meeting of the Association upon nomination by a National Association.

Rule 8

International Office

The International Office shall be situated in the country where the International Secretary and Treasurer reside.

Rule 9

International Committees

A. International Governing Committee

(i) This Committee shall consist of the International Officers and the Presidents of the National Associations or their appointed deputies. (ii) The committee shall meet once a year at about the time of the Annual General Meeting of the International Association and at such other times as the Committee may determine. The International Secretary shall give not less than 28 days notice in writing of the meeting to all members.

(iii) Powers of the International Association are vested in the International Governing Committee subject to the following limitations and any others contained in these Rules:

(a) changes in these Rules shall only be made in accordance with Rule 12;

(b) changes to the measurement rules shall only be made in accordance with Rule 13;

(c) the fixing of registration fees and subscriptions shall be decided by the International Association in General Meeting upon the recommendation of the International Executive Committee.

(iv) The Committee may delegate its power to any sub-committee of its members.

B. International Executive Committee

(i) This shall consist of the International Secretary, International Treasurer and the President and Secretary of a National Association of the country in which the International Office is situated.

(ii) The Committee shall be responsible for the day to day management of the International Office, the issue of sail numbers and the registration of boats.

(iii) Meetings shall be held upon the giving of not less than seven days notice in writing.

(iv) The Committee may delegate its powers to any one or more of its members.

C. International Rules Committee

(i) This Committee shall consist of four members nominated by each of the National Associations of France and Great Britain. This Committee shall consider these Rules and the measurement rules from time to time, advise upon their revision and decide upon disputes referred to it. It may give directions upon the interpretation of the measurement rules to prevent abuses and such directions shall form part of the measurement rules until the Association decides otherwise or the Rules are amended.

(ii) National Associations (other than those of France and Great Britain) may appoint a representative to attend meetings of the Committee.

Rule 10

International General Meetings

A.** An International Annual General Meeting shall be held at the most important series of International Races in each year. The venue shall be decided by the Association at its previous Annual General Meeting but in default the venue shall be determined by the International Executive Committee. The International Secretary shall send written notice of the meeting together with the agenda to all National Secretaries not less than two months before the meeting. National Secretaries shall cause copies of the notice and agenda to be sent to members within their jurisdiction not less than one month before the meeting.

B. Decisions of the meeting shall be by the simple majority of those attending and voting except for those matters which these Rules require to be decided by the holding of a postal ballot.

C. An International General Meeting of the Class shall not be competent to make alterations in these Rules or in the class measurement rules except that minor changes in the measurement rules may be made in accordance with Rule 12.

D. The International President shall be the Chairman of the meeting. In his absence the National President of the country in which the meeting is being held shall be the Chairman or in default the meeting shall elect a Chairman.

Rule 11

Ballots

A. Ballots are required by these Rules for the election of the International Officers and for changes in these Rules and the measurement rules except as provided by Rule 12.

B. Notice of the ballot to be held shall be sent by the International Secretary to all National Secretaries not less than two months before the date of the close of the ballot.

The notice of the ballot shall state:

(i) the matter to be determined;

(ii) the date by which National Secretaries shall send ballot papers to their members which shall not be less than one month before the close of the ballot; and

(iii) the date of the close of the ballot.

The International Secretary shall send ballot papers to any members who do not belong to a National Association.

C. Ballot papers shall be returned by members to their National Secretaries (or the International Secretary). The National Secretary shall record the way in which all the votes were cast and shall send a copy of such record to the International Office not later than two weeks after the date fixed for the closing of the ballot.

D. The record of each National Association's ballot and those ballot papers returned to the International Secretary by individual members shall be tabulated by not less than two members of the International Executive Committee. A member of the International Executive Committee who is a candidate in an election to be determined by ballot shall not take part in the tabulation of the results. The votes cast in total and by each National Association shall be recorded in the minutes of the meetings of the Class and also sent to all National Secretaries. The National Secretaries (and the International Secretary where appropriate) shall give the result of the ballot to members within their jurisdiction.

Rule 12

Alterations to Rules

A. Proposals to alter these Rules may be made:

- (i) to the International Secretary by two National Associations; or

- (ii) by a majority of members attending an International General Meeting, or

- (iii) by the International Rules Committee.

Proposals by two National Associations or the International Rules Committee shall not be put to a postal ballot until debated by the Class at an International General Meeting.

B. The proposed amendment shall be decided by postal ballot of all full members of the Association in accordance with Rule 11.

Rule 13

Alteration of Measurement Rules

These shall only be altered in accordance with Rule 12 except that minor changes of the Rules may be made by an International General Meeting of the Association provided that written notice containing the full text of the proposed amendment is sent to all members with the agenda of the meeting. Minor changes are defined as those which clarify or prevent abuses of the Rules or maintain their objects.

Rule 14

Interpretation

Where there is any discrepancy between translations of these Rules in different languages, the English version will prevail.

.....

FRENCH SECTION REMARKS REGARDING THE DRAFT CONSTITUTION *

Rule 4: Are only owners allowed to be full members, or anyone interested in the 505 Class?

Must a full member be member of a yacht club? There are some independents who are not member of a yacht club.

Rule 6: item E and F.

We do not agree to elect the President each year. We think he must be elected for a period stipulated in the national constitution; about 2 or 3 years.

We are not in favour to elect officers at the AGM, but through a governing committee. The governing committee members are elected at the AGM for 3 years, but 1/3 of them are re-elected each year.

Fleet captains (or representatives) are entitled to assist at the meeting of the committee. This committee will be constituted of 5 members at least and 20 members at most.

The executive committee consists of the President elected for 3 years, the secretary and the treasurer elected each year by the governing committee.

- item G, iv.

"The appointment of treasurer, national rules committee, class measurers, eventually public relation officers; the maintenance of measurement templates and the issue of measurement certificates".

Rule 7: item C

We do not agree with this item. The president must be elected by a postal ballot, even if only one name is proposed. Do you think a president can be elected two or three times for 3 years as your text allows it?

Can we say: "If there is only one candidate at any office (except the president), he will be agreed at the AGM, otherwise a postal ballot will be organized"?

Rule 10: - A - Cancel "the most" and add "at an ..."

We are not in favour to hold always the AGM during the most important event, which is in fact the World Championship. For instance, no international officer was present at Olivos, and the national president was not "in the wind". Moreover it was only six months after the previous one.

SWISS PROPOSAL REGARDING THE CONSTITUTION **

Modification as follows:

"Participation at the Annual General Meeting is limited to two persons per national association. They represent as many votes as the association has registered and paying members. An upper limit of 200 votes per national association is set. A national association which has not paid its annual fee to the International Secretary by the time of the Annual General Meeting may not be represented at the Meeting".

OFFICIAL RULES OF THE INTERNATIONAL 505 CLASS
APPROVED BY THE IYRU NOV. 1970

1. GENERAL

The 505 is a one design dinghy of 5.05 metres L.O.A. designed by John Westell and registered by IYRU in category (A) (0) (category 1).

(1) The Official Documents of the class are published in French and in English but in case of dispute the latter shall prevail.

(2) The International 505 Class does not accept legal responsibility in respect of these rules or any claim arising therefrom.

2. REGISTRATION FEES

(1) a. Designers royalty US \$9.
b. Initial international office charge US \$7.
c. Annual international office charge is US \$2 payable by each National Association.

(2) US \$16 is to be paid by the National Association when making an application for sail numbers.

(3) These sums may be modified at the A.G.M. on proposals by the executive committee.

3. REGISTRATION*

(1) No boat shall be allowed to race in the Class unless it has a valid measurement certificate. Application for measurement and registration is the owner's responsibility. He shall apply to his National Association for a sail number and measurement form, the royalties being attached to the application.

Where there is no National Association established, applications are to be sent to the Control Office.

(2) Sail numbers are issued by the central office. The number shall be preceded by the official national insignia.

(3) National sections will charge individual membership fees.

4. MEASUREMENT

(1) The measurement must be carried out using only official documents supplied by the International 505 Class; Official rules; Official diagram; Official templates only to be used.

(2) The official measurement diagram forms part of these rules and the hull is to conform to the designed drawings and offsets within the tolerances specified by the measurement diagram and rules.

(3) Measurers finding any deviation from these rules shall report same to measurement committee on the measurement form. The committee will examine such deviations and decide whether such discrepancies warrant the certificate being withheld. If a certificate is issued, any such discrepancies must be recorded on the certificate.

(4) Only a measurer appointed by a national authority, or the 505 association may measure boats, spars or sails, and sign measurement forms or certificates.

(5) No owner may measure his own boat or sails,

nor may a builder or sailmaker measure his own products.

(6) It shall be the owner's responsibility to ensure that the boat complies at all times with the class rules.

(7) Re-measurement may be ordered by the association or by the national authority in particular cases or at any time. New spars and sails will always be subject to measurement.

SECTION I - THE HULL

(1) Construction is optional. The drawings give a recommended construction in moulded plywood with suitable scantlings.

(2) The Official Measurement Diagram forms part of these Rules and the hull is to conform to the designed drawings and offsets within the tolerances specified by the Measurement Diagram and/or Rules. The fore-deck, watertight bulkhead, seat-tanks and internal dimensions of the centreboard trunk must conform to the drawings within the tolerances specified in the Measurement Diagram.

The Measurement Diagram specifies the after-edge of the foredeck, the centreline dimensions being the point at which the diagonal bulkheads would meet, if extended. The breakwater is optional.

A thwart must be fitted connecting the top of the centreboard trunk to the inner faces of the seat-tanks. It must not be more than 153 mm (6") wide and its after edge must lie between 1.372 m (4'6") and 2.591 m (8'6") from the after face of the transom.

Bridge-decks, additional thwarts, or sheet-horses may be fitted across the hull. The total width of all such additional thwarts etc. shall not exceed 150 mm.

The seat-tanks may be extended forward under the fore-deck to butt against or pierce the watertight bulkhead. At all times the two seat-tanks and forward compartment must be kept as buoyancy chambers.

The forward watertight compartment may include a spinnaker chute, the volume of which shall not exceed 20% of the total volume of the forward compartment. The construction of the spinnaker chute must not interfere with the function of the forward buoyancy chamber, which must remain watertight at all times.

(3) The hull mould shall be carefully checked without tolerance before use by the builder. Any builder constructing a new hull mould should inform his appropriate association certifying that it conforms to the rules. The association reserves the right to make spot check on moulds.

(4) The bottom of the hull along the centreline must be flat in accordance with the Official Diagram and a flat keel-band projecting not less than 3 mm (1/8") and not more than 4,5 mm (3/16") from the skin and rounded to a radius not more than 3 mm (1/8") must exist from stem to transom, except that at the sides of the centreboard slot "half-round" strip may be used instead of flat. Width of keelband at station 3, 25/35 mm; at station 6 and 9 65/75 mm.

(5) The hull at the transom (station 11) must be vertical. Provided that no part of the after end

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Classified ads, non-commercial 505 owners, etc.	... \$ 1./issue

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TANK TALK

I shall be glad to take up your offer of placing my boat for sale in Tank Talk. The sort of information which you will require is as follows:-

PARKER boat first commissioned Easter 1971, available for sale at the end of the World Championships; the boat is colored Anchura blue on the hull and the glass side tanks and spinnaker shute are coloured Zenith blue; the boat will be extensively fitted out with everything readily adjustable except shrouds; the boat will have a Needle mast and boom and a Proctor spinnaker pole, centre main sheet, Elvstrom bailers, at least one suit of Banks sails (if required) and a cover

If it wouldn't put the customers off too much, I would suggest an asking price of say \$1,800. I cannot say at present whether I will include a trailer, but this is not included in the asking price in any event.

If you can put my advertisement in Tank Talk perhaps you could do so on the basis that I can't guarantee to come at this stage. So that I can hedge my bets on the British American Charter flight perhaps you could tell me to whom I should apply for membership as it would appear that I must join up before the middle part of February.

J.B.C. Donnelly
21 Ashburton Road
Alverstoke
Gosport, Hampshire
England.

All or any of the following items are available and can be provided without delay upon receipt of order, which should be forwarded, together with Cheque/Postal Order, to me at the address below.

P. L. Chandler, Cdr.
Hon. Secretary
"Madeira"
Seaside Way
St. Leonards-on-Sea,
Sussex.



505 Tee Shirts at 14/- each, 3 for 40/-
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505 Windscreen Stickers at 1/4d each or 6 for 6/6d
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of the seat-tanks is more than 20 mm forward of the aft edge of the hull, station 11, the design of the transom is free in other aspects.

(6) The weight of the hull only in dry condition shall never be less than 100 kg (220 lbs.) "Hull only" includes keel band, rudder fittings, chain plates, fairleads and any fixtures which are essential to the sailing of the boat and which are normally permanently bolted, glued or screwed in place. Any fittings of exaggerated weight are excluded.

For checking the weight of the hull only, boats must be weighed in dry condition, if new never having touched water, if not new after an uninterrupted period of two weeks not having touched water.

If the weight of the hull only is less than 100 kg (220 lbs.), the difference to a maximum of 5 kg (11 lbs.) shall be made up by metal ballast secured to the top of the centreboard trunk, half at the after end, half at the forward end. Such ballast to be retained for the life of the boat.

(7) The sailing weight (being the weight of the hull only plus the spars, including the spinnaker boom, standing and running rigging, centreboard, rudder, tiller, but excluding sails and battens) shall never be less than 127, 4 Kg (280 lbs.).

(8) The registered number is to be clearly carved or impressed on the transom, spine or aft end of the centreboard case in numbers of 18 mm minimum height.

SECTION II - CENTREBOARD, RUDDER, etc.

The object of these rules is to permit owners to incorporate their own ideas if they so wish.

(1) One rudder and one centreboard only may be used at any one time. At all times when sailing, both sides of the centreboard shall have similar profiles, no trim tabs being allowed. Leeboards or hydrofoils are prohibited. The rudder must be hung at the transom and no part of the rudder assembly must pass through the skin of the hull. The centreboard must fit within the standard trunk, not extending below the bottom of the hull when fully raised.

(2) The tiller may be of any shape or construction and may be shipped through a port in the transom or over the top.

SECTION III - SPARS AND SAILS

The object of the rules governing the spars and sails is to maintain all the sail plans of the Class substantially of the same design, whilst giving owners enough freedom to adjust the balance of the boat and to arrange the rigging as they wish. The official drawings give the standard Bermudian Sloop rig. Permanently bent mast are prohibited.

(1) The mast may be stepped on the deck or into the hull. The after side of the mast at deck level shall not be less than 3.048 m (10') and not more than 3.302 m (10'10") forward of the outside of the transom (station 11), with the

mast standing vertically in the boat. The mast may be fixed or rotating and the construction is optional, except that no dimension at right angles to the length may exceed 102 mm (4").

A band of contrasting colour 10 mm (3/8") wide shall be painted at deck level with its upper edge level with the top of the deck, the mast standing vertically.

Another band 10 mm (3/8") wide shall be painted round the mast with its lower edge 6.860 m (22'6") above the deck, measured with the mast standing vertically in the boat.

Shorter masts shall not be allowed and no spars may extend more than 153 mm (6") above the lower edge of the top band.

The block, sheave or fairlead for the spinnaker halliard shall be attached to the mast not higher than 5.105 m (16'9") and not lower than 5.054 m (16'7") above the deck. No rigidly fixed point for attachment of the block, sheave or fairlead may extend more than 35 mm (1 3/8") from the surface of the mast.

The block, sheave or fairlead for the jib halliard shall be attached to the mast not higher than 4.750 m (15'7") and not lower than 4.648 m (15'3") above the deck. A prolongation of the luff on the jib shall cut the fore-side of the mast between these heights.

When standing free with no sail set, the after edge of the mast from the top down to a point 1 m (3'3 1/2") above the deck, must be a straight line. The leading edge is to be a straight line or a fair continuous convex curve. Permanently bent masts are prohibited.

(2) The upper edge of the boom must not contain a permanent bend when no sail is set. No dimension of the boom measured at a right angle to its length may exceed 102 mm (4").

With the boom attached to the mast in the normal way and lying fore and aft at right angles to the mast, the point where a prolongation of the line down the after edge of the mast cuts the top of the boom is to be found. A band of contrasting colour 10 mm wide (3/8") is to be painted round the boom with its inner edge 2.850mm (9'4-1/2") from this point.

A black band 10 mm wide (3/8") shall be painted round the mast with its upper edge 381mm (1'3") above the deck level and a prolongation of the top of the boom shall never cut the mast below this height.

These measurements apply to masts whether fitted with mast jacks or otherwise. At all times when sailing, an extension of the upper surface of the deck must cut the mast at the upper edge of the black band.

(3) The spinnaker pole may not exceed an extreme length, including pole fittings, of 2.516 m (8'3"). When in use it must be attached to a mast fitting, protruding at any time, not more than 50 mm from the surface of the mast.

(4) The mainsail shall be in conformity with the official rules and diagram, except that a sail smaller in any dimension is allowed. No part of the sail shall be set above the lower edge of the top band on the mast.

The following dimensions shall not be

exceeded: (bolt ropes are included).

-Width at headboard at right angles to mast	0.127 m (5")
-Half-height width	1.961 m (6'5")
-Three-quarter height width	1.145 m (3'9")
Maximum width at right angles to luff at a point 200 mm (7-1/8") below highest point of sail shall be 260 mm (10-1/4").	

Upper inner corner of headboard to extreme corner of clew, 6.960 m (22'10").

The half-height width is to be the distance between points on the luff and leach found by folding the sail with the upper, inner corner of the headboard, first at the tack, then at the clew. The three-quarter height width is to be the distance between points on the luff and the leach found by folding the sail with the upper, inner corner of the headboard, first at the half-height of the luff, then at the half-height of the leach.

Battens, not more than four in number, or longer than 1.143 m (3'9") may be used to extend the leach. The outer ends shall be placed each within 102 mm (4") of marks dividing the leach into five (if four battens) or in the appropriate number of equal parts, except that no part of the top batten shall be placed higher than its mark. Measurements shall be taken round the curve of the leach, which extends from its junction with the footrope to the upper, after corner of the headboard.

(5) The foresail shall be in conformity with the official rules and diagram, except that a sail smaller in any dimension is allowed. The head tack and clew are the points where the sides, if extended, would cut each other. The leach must be a straight line or concave curve.

The roach of the foot is to be a fair curve not extending more than 102 mm (4") outside a straight line joining tack to clew at the mid-point of that line, and not more than 76 mm (3") outside the line at the points half-way between the mid-point and the tack and the clew.

The following dimensions may not be exceeded:

-Head to tack	4.573 m (15')
-Tack to clew	2.287 m (7'6")
-Clew to head	4.040 m (13'3")

Sleeve luffs may be made to enclose the forestay but the width of such a sleeve shall be measured with the sail and shall not exceed 76 mm (3"). A wire must be permanently fitted between head and tack to limit the maximum extension of the luff to 4.573 m (15').

If any jib, not more than three evenly spaced battens may be used in the leach and not more than one, part of which must be within 50 mm of the centre, in the foot. No battens in the jib may be longer than 305 mm (12") or wider than 51 mm (2").

(6) An extension of the jib luff must cut the centreline of the deck between the stemhead and a point 400 mm (15-3/4") abaft the stemhead.

(7) The spinnaker shall be a symmetrical, three-cornered sail with no stiffening other than the normal strengthening patches for sheet and halliard attachment. The strengthening patch at the head shall not exceed 230 mm (9-1/2") in any direction, measured from the point where the two luffs coincide at the head, when laid flat. Out-

side this area, the cloth to be of single material, as used throughout the spinnaker, excepting the normal edging along the luffs and foot and the strengthening patches for halliard and sheet attachment.

The length of each luff shall not exceed 5 m (16'5"). The length from head to centre of foot, measured round the perimeter, shall not exceed 6.096 m (20'). The greatest width shall not exceed 4.50 m (14'9").

The width at half the height of the luff, measured at right angles to the luff shall not be less than 85% of the maximum width, wherever found.

(8) All sails shall be measured in accordance with the International Yacht Racing Union's sail measurement instructions, except that if they conflict with these Class rules, the latter shall prevail.

To comply with the IYRU Rules, sails must be made from woven fibre-cloth and be capable of being stowed in bags of conventional dimensions. However, one unwoven, transparent panel, not exceeding 0.273 m² (3 square feet) is allowed below half-height in any sail. Owners are responsible that stretching after measurement does not result in the maximum dimensions being exceeded. No sail shall have a hole or aperture other than the normal reefing or attachment points.

SECTION IV - CREW

The Crew shall consist of two people. Only one person may be suspended outboard by a wire or rope made fast to the spars or rigging. No device attached to the hull and projecting outboard beyond the line of the gunwale may be used.

SECTION V - BUOYANCY

Owing to the large amount of tank space, it is not practicable to test each boat by complete immersion of the buoyancy chambers. The measurer must carefully inspect all watertight joints and satisfy himself that they are tight when first measuring a boat. Subsequently, the owner is responsible for maintaining the buoyancy chambers in an efficient condition and the Measurement Certificate will automatically become invalid should he fail to do so.

SECTION VI - INSTRUMENTS

Devices transmitting or correlating data relative to wind direction or speed, or boat speed and location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic, shall be prohibited.

SECTION VII - CERTIFICATE

Possession of a Certificate is a basic requirement for entry to any Class race or event. The officers nominated by the Association are empowered to deliver such a certificate after satisfying themselves that all the foregoing measurements and rules have been complied with.

Remeasurements may be ordered by the Association in particular cases or at any time.

New spars and sails must be subject to measurement.

Dear 505ers:

A few months ago, Dennis Surtees asked me to be the Chairman of a committee to create rules for the conduct of our National Championships. The rules that the committee proposes are described below:

During the committee's work, it was suggested several times that these rules should also be used for Regional Championships. This would include East and West Coast Championships, Mid-West Championships, and each Regional Championship. You should read the proposed rules with this in mind.

In several places, I have added comments after the rule to indicate the range of opinion that ended up incorporated into a single statement.

These rules are now open to your comment. We intend to leave the rules open for discussion for one month after their publication in Tank Talk. If the sense of the comments received is that the rules should be adapted substantially as is, we will put them to a ballot for adoption. On the other hand, if changes are necessary,

those changes will be published in Tank Talk first and the ballot held subsequently.

1. ELIGIBILITY FOR CHAMPIONSHIP SERIES

A. Size of Fleet: Unlimited until further notice.

B. Eligibility of Helmsmen and Crew. Both helmsman and crew shall register prior to the racing. They may register as co-helmsmen. All helmsmen must be paid up members of the 505 National Association. The helmsman shall be at the tiller at the beginning and end of each race. It is the intent of these regulations to have the same two people sail the boat throughout the Championship. Substitution shall be allowed, however, in exceptional circumstances where, in the Race Committee's opinion, illness or other emergency makes it essential.

C. Eligibility of Boats: All boats must be registered by name and number, must have valid measurement certificates or be measured prior to the racing, and must comply with all rules and regulations of the International 505 Class YRA. In case of breakdown, the Race Committee may approve the substitution of hull and other gear

providing it, also complies with the rules and regulations listed above.

D. Measurements: Measurement certificates signed by a Regional, National, or Foreign measurer shall be accepted as adequate proof that a boat's hull and rigging measure in. Sails should be measured prior to the championship. Measurement or remeasurement of a boat or sails, once championship racing has begun, can be made if the Race Committee or a competitor files a formal protest so requesting. If a competitor is the filing party, the protest shall be accompanied by a \$15 fee to pay for the remeasurement.

2. SCORING AND RULES

A. Sailing Rules: Current NAYRU.

B. Number of Races: The championship should consist of six races, with one being scored as a throw-out. Four races must be completed to award the championship. A throw-out race shall not be allowed unless more than four races have been completed.

C. Scoring: Scoring shall be by the then current Olympic system. (Comments: This will bring us in line with the 505 World Championship and Olympic practice.)

D. Trophies: Trophies should be awarded for the first place in each race and for first, second, third, and fourth place in the championship series. Both crew members shall receive equal trophies. More trophies may be awarded at the discretion of the sponsoring club.

E. Protests: Protests must be submitted in writing within two hours after the boats in question return from racing. NAYRU rules on protesting shall govern, but the Race Committee should officially recognize that wind and sea conditions may preclude immediate hoisting of visual signal in a 505. In this case, such a signal shall be hoisted as soon as practical and always be made visible to the Race Committee at the race's end. The protesting boat must hail the protested boat and announce its intention to protest at the time of the foul. It is the responsibility of the protesting skipper to make sure the protested boat understands it is being protested and has every chance to withdraw. The Protest Committee should make every effort to decide all outstanding protests prior to the next day's racing. (Comments: There is a division of opinion as to whether the hoisting of a protest flag should be required. Proponents argue that the hoisting of a flag is a positive signal that helps to make clear to the protested boat that a protest will be made. Opponents point out that a 505 doesn't have a flag hoist and that flags get lost overboard when you carry them. Further, they argue that the problem can be adequately solved by requiring the protesting skipper to hail the protested boat at the time of the infraction and to bear the responsibility for making the hail heard clearly and understood.

3. STARTING LINE PROCEDURES

A. Committee Boat: In addition to the usual committee boat, a boat shall be stationed on the other end of the line to aid the Race Committee

in judging which competitors are over the line early. This boat shall have a means of communication that will allow it or the committee boat to make an announcement or signal about competitors across the line early. After the start has been completed, this boat may act as a rescue boat or perform whatever other services the Race Committee wishes.

B. Angle of Line: The starting line should be set as square to the wind as possible. All starts shall be to windward.

C. Length of Line: The starting line should be long enough to allow the fleet to start without undue crowding.

D. Resetting of Line: The committee boat may reset the starting line at any time prior to the Preparatory signal.

E. Restarts: After one false start, a modified 5-minute rule shall be in effect. This rule specifies that any boat over the starting line after the Preparatory signal must return around the ends of the starting line. If a second restart is necessary, the Race Committee may, thereafter, at its discretion, shorten the starting sequence to a Preparatory and Starting Signal only. The Race Committee, in this case, should clearly notify the competitors of the change in starting sequence, including a flag hoist as a signal.

4. COURSE LAYOUT

A. Sailing Area: It is the intent of the class association to sail major regattas in adequately sized, unobstructed, navigable bodies of water where specialized local knowledge is not important. The race course should not include areas with insufficient depth of water, unusual tidal flows, or unusual wind conditions (under a high bank along the shore, etc.).

B. Windward Mark: The windward mark should be movable and carry a highly visible signal. The signal should be visible from a downwind position as well as from the side. The windward mark should be positioned directly to windward of the starting line immediately prior to the start of each race. The mark boat positioning the windward mark should also be identified by a similar, large, highly visible signal. The mark boat should remain on station by the weather mark until the first competitor is within 100 yards of the mark. It should then act as a lead boat to the second mark. It should perform the functions of a lead boat as long as required to indicate to the competitors the position of movable or unfamiliar marks. The mark boat should be capable of a speed of 20 knots to keep ahead of the competitors. (Comments: There is some opinion in that two boats should be required -- a mark boat that will remain on station at the first mark and a second mark boat to show the way to the second mark. These boats are in addition to the boat positioned on the noncommittee end of the starting line; this latter boat acts as a crash boat after the start, not a mark boat. The opposition to this argument believes requiring three boats plus a committee boat places too much of a burden on the sponsoring float. They believe one boat is adequate as a lead boat.)

MEMBERSHIP APPLICATION*

Please detach and return this portion to E. Matheson, Secretary-Treasurer, 317 Laguna Vista, Alameda, California. Make check or money order payable to International 5-0-5 Class Yacht Racing Association.

NAME _____ FLEET NO. _____ BOAT NO. _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

CHECK ONE: \$15.00 - FULL \$5.00 - ASSOCIATE

NOTE: If you have sold your boat, please list name and address of new owner on back.

*Membership is encouraged of prospective owners in that membership entitles one to a year's subscription to the class magazine "TANK TALK".



INTERNATIONAL FIVE-O-FIVE CLASS YACHT RACING ASSOCIATION

5-0-5

APPLICATION TO REGISTER A BOAT

I, (name) _____

(address) _____

(Yacht Club) _____

(Fleet) _____

Apply for preliminary registration of a boat in the INTERNATIONAL FIVE-O-FIVE CLASS YACHT RACING ASSOCIATION.

I have placed an order with _____ for a moulded shell/kit of part/complete boat.

I have commenced construction of a hull.

(Delete whichever does not apply)

The proposed name is _____

I enclose my check/money order for \$16.00 payable to the INTERNATIONAL FIVE-O-FIVE CLASS YACHT RACING ASSOCIATION, in respect of the Designer's Royalty.

I understand that on completion the boat must be checked and measured by an authorized Class Measurer to ensure that it complies in all respects with the Class Rules, before a Measurement Certificate entitling it to sail in races for the Class will be issued.

Date _____

Signature _____

Send to: E. Matheson
317 Laguna Vista
Alameda, California

C. Other Marks: A movable second mark is preferred. The angle of the second mark from the first mark should be stated in the Race Instructions.

D. Types of Courses: Olympic, Gold Cup, or courses with at least two windward legs are preferred.

E. Windward Legs: Windward legs should be at least 3/4 of a mile in length.

F. Respecting the Starting Line: THE SAME AS WRITTEN.

G. Cancellation of Races Because of Lack of Wind: A race shall be deemed as not sailed if it is not completed within a three hour time limit. However, the allowable time of the race may be extended by 10 percent at the discretion of the Race Committee if a majority of its members feel a fair test of sailing skills has been offered. The intent of this rule is to allow the Race Committee to apply common sense to a decision to cancel the race.

H. Shortening Course: Courses may be shortened but should follow NAYRU Procedure.

I. Wind Speeds: Minimum wind speed for a race shall be governed by the instructions immediately above on time limits for races. Maximum wind speeds are at the discretion of the Race Committee. If a race is sailed in over 15 knots of wind, the Race Committee shall require all competitors to wear life jackets. In addition, a rescue boat should be available; this may be the same boat that was stationed on the other end of the starting line to spot premature starts. (Comments: A number of different figures were proposed for the strength of the wind for which life jackets should be required. One point

of view was that life jackets should be required at all times, as in the World's. There was a general feeling that wetsuits should not be accepted as the equivalent of life jackets, although this feeling was not strongly held.)

J. Number of Races Per Day: The normal standard should be to sail not more than two races per day. This standard should be abandoned only under extreme weather conditions or to resail an abandoned race.

K. Number of Days: At least four days should be set aside for racing. If two races are sailed each day, the series may be completed in three days. The fourth day will permit the resailing of abandoned races, etc.

5. AMENDMENT OR TEMPORARY CHANGE OF THESE RULES.

A. Amendment: These rules may be amended by a majority vote of the Class President, Regional Coordinators and Fleet Captains, acting as a body, in response to a written proposal to amend.

B. Temporary Change: The Class President may temporarily change or suspend these rules for a National Championship if he feels an exception should be made because of particular circumstances. A sponsoring club should not change these rules without the Class President's approval. If these rules were applied to regional championships, the Regional Coordinator will act in the same capacity as would the Class President.

Sincerely,

Roger Hearne
Region One Coordinator



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