

International Sailing Federation

2002 QUESTIONNAIRE

Name of Class?	International 505 Class Yacht Racing Association
Class Website Address?	www.int505.org
Contact Details (name, address, telephone, fax, email)	PRESIDENT: Alexander Meller 1026-G Spa Road Annapolis MD 21403 USA home/mobile (1) 240 461 4533 e-mail: president@int505.org
	WORLD SECRETARY: Chris Thorne 40 Arden Close Bradley Stoke Bristol BS32 8AX UK Phone +44 (0)117 969 8727 or 0117 984 8404 Fax + 44 (0)117 969 8772 E mail secretary@int505.org
	CHIEF MEASURER: Don O'Donnell Edelweiss 25 Station Road Wootton Bassett Wilts UK
Average price of complete new boat without sails?	GBP 8,600

Name three builders (preferably one per continent) and quoted price for 2001/2002	<p>BUILDER NAME: Rondar Raceboats - UK PRICE: GBP 9,500</p> <p>BUILDER NAME: Witchcraft Marine - USA PRICE: GBP 9,000</p> <p>BUILDER NAME: Van Munster - AUS PRICE: GBP 7,300</p>																		
Name National Association member countries paid up in 2001	<ol style="list-style-type: none"> 1 Germany 2 France 3 United Kingdom 4 USA 5 Switzerland 6 Australia 7 Canada 8 Denmark 9 Belgium 10 Sweden 11 Kenya 12 South Africa 13 Japan 14 Zimbabwe 15 Finland 16 Ireland 17 Hong Kong 																		
Name six Countries and number of members that represent the ISAF minimum criteria (details in Appendix A).	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">1</td> <td style="width: 85%;">Germany</td> <td style="width: 10%; text-align: right;">320</td> </tr> <tr> <td>2</td> <td>USA</td> <td style="text-align: right;">277</td> </tr> <tr> <td>3</td> <td>France</td> <td style="text-align: right;">193</td> </tr> <tr> <td>4</td> <td>United Kingdom</td> <td style="text-align: right;">156</td> </tr> <tr> <td>5</td> <td>Australia</td> <td style="text-align: right;">94</td> </tr> <tr> <td>6</td> <td>Switzerland</td> <td style="text-align: right;">70</td> </tr> </table>	1	Germany	320	2	USA	277	3	France	193	4	United Kingdom	156	5	Australia	94	6	Switzerland	70
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How many new boats were built in 2001?	27																		
How many boats were built over the past 5 years?	154																		
Approximately how many boats exist Worldwide?	8,800 registered since 1954. Estimate 2500 still sailing																		
Name & nationality of World Champion(s)?	Wolfgang Hunger and Holger Jess GER																		

<p>2001 World Championships</p> <p>Example of title, <i>‘Mistral One Design Men’s World Championships.’</i></p> <p>If there is more than one World Championship please submit the details, copying this section of the questionnaire.</p>	<p>TITLE OF EVENT: International 505 World Championship</p> <p>VENUE: Club Naval de Cascais, Cascais Portugal</p> <p>No. OF ENTRIES: 108</p> <p>PARTICIPATING COUNTRIES: AUS, BEL, CAN, DEN, FIN, FRA, GER, GBR, IRL, POR, RSA, SWE, USA, ZIM, (14 Countries)</p> <p>No. OF CONTINENTS REPRESENTED: Four</p> <p>No. OF RACES: Seven</p> <p>No. OF NON ISAF JURY MEMBERS: None</p> <p>NATIONALITY OF NON ISAF JURY MEMBERS: n/a</p> <p>EVENT WEBSITE: http://www.myskipper.com/505wc</p> <p>NAMES OF ISAF INTERNATIONAL JUDGES PRESENT: Armando Goullart (Chairman) POR Paul Withers (GBR) Hans Dieter Voss (GER) Manuel Santos Silva (POR) Mauro Manussi (ITA)</p> <p>NAME OF PRINCIPAL RACE OFFICER: , João Aranda</p> <p>NAME OF EVENT CHIEF MEASURER: Don O’Donnell</p>
<p>Please give a short report of the World Championships</p>	<p>1) QUALITY OF EVENT ORGANISATION?</p> <p>In many respects the event was well organised, with the Clube Naval de Cascais mobilising a lot of local sponsorship and support. However, there were some severe shortcomings that spoiled the event. These are commented on below.</p> <p>2) VENUE SUITABILITY FOR FUTURE WORLDS?</p> <p>ASHORE:</p> <p>The biggest problem was with the launching facilities. The boat park was triangular in shape and was just about big enough for the fleet of 108. However, the only slip was at the apex of the triangle which created a bottleneck, exacerbated by the need to bring trolleys off the slip to let more boats down. On a couple of occasions it took nearly 1½ hours to launch the fleet. The launching was also potentially</p>

hazardous as the slip is on a lee shore in the prevailing wind and subject to a large swell. Fortunately, because the winds were light the only significant damage in launching or recovery was when a wheeled waste bin fell from the quayside on to a boat queuing to come in. Fortunately it missed the crew but was a potentially serious incident.

There is a much better slip in the adjoining Marina Complex. When assessing the venue initially we were told that this would be available to us, but there appeared to be some difficulty between the Club and the marina management that meant that it was not available for the event.

The other shore facilities were limited with most activity taking place in a large framed tent. However, it is understood that the clubhouse is scheduled for redevelopment so improvements are likely. One problem was the Club's insistence on closing the clubhouse and dinghy compounds every night at 7 pm, which seemed a missed opportunity for improving the social side of the event. Apart from a "happy hour" immediately after sailing, the organised social events were poor.

AFLOAT:

The event was dominated by very light winds, although we did sail 7 out of the 9 scheduled races.

In the prevailing north westerly wind direction the venue is very one sided due to the influence of the current.

Although the race officer's on course management, e.g. course configuration and responding to wind shifts, was generally good, in other respects his performance was poor. Examples included an insistence on starting a race before about a quarter of the fleet arrived because of the aforementioned launching problems (redress was later granted to a number of competitors), an inexplicable decision to abandon a race in the only breeze of the championship that permitted the crew to use the trapeze for more than a few seconds on grounds

	<p>of safety (although the wind was only about 15 knots and falling when the decision was made), and a general lack of communication to the fleet about his intentions when ashore.</p> <p>He also totally mismanaged a situation concerning the potential resale of a lost race by displaying written records of the race committee's deliberations on the matter over the course of 24 hours on the Official Notice Board, which created confusion and discord amongst competitors.</p> <p>3) STANDARDS/ LEVEL OF RACING?</p> <p>The standard of competition was high with most competitors in the top 20 having impressive cv's both in the 505 and other classes. The winning helmsman, Wolfgang Hunger is a three time 470 World Champion. The Class Association made two nearly new boats available to two crews from the Portuguese Olympic squad. The team that finished 5th at Sydney in the 470 were 18th overall, and the team that finished 7th in the 49er at the same Olympics came 26th overall.</p>
Please state any recommendations for future World Championships	None