



# South African 505 Class Racing Association



September Newsletter

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## 1. Nationals

Mossel Bay is ready for us! Is your entry in?

The online entry form is at <http://onlines.co.za/ecchamps/>

A reminder that all boats intending to go to the Nationals in Mossel Bay are encouraged to pre measure at PSC on Sunday 20<sup>th</sup> September from about 10h00. Thereafter we will be packing the trailers ready for the trip down next week.

If you do not yet have accommodation there are various options available from camping to guest houses or even hotel accommodation.

Contact: [helenvantonder23@webmail.co.za](mailto:helenvantonder23@webmail.co.za) or visit <http://www.visitmosselbay.co.za> or phone Mossel Bay Tourist Office +27(0)44 691 2202

## 2. Boat building progress

Since our previous update, we can report the following feedback:

1. Albrecht concluded the measurement of the hull (and deck) mould and found the set to be compliant on all aspects of measurement, including baseline distances, template station points, overall length, mast gate height etc. We have also applied the templates to existing boats (Albrecht's - Rondar and Rudolph's - Kyrwood) both of which also comply (!) and have found that the moulds represent a shape similar and even flatter than the Kyrwood - especially near the stern. The front seemed to be more like the Rondar. Above the waterline, the moulds are significantly narrower than both Kyrwood and Rondar. Our general feeling was that this would make quite a good hull shape as it is flatter on the planing surface, but narrower directly above the water line.

2. After clearing the measurement process, we commissioned composites expert Pierre van der Waldt for general inspection and advice on the moulds, maintenance, costs and the project going forward. On closer inspection, Pierre pointed out several problems with the moulds:

- Tiny wave like indentations are visible (with the light at a low angle to the surface) all along the length of the hull mould, including the below - waterline surface.
- The Y-curves (lines parallel to the keel band but slightly higher and lower) seems to be badly distorted near the mast area. The waterline also makes a sharp bend on both sides near the mast.
- Pierre also pointed out some minor repaired damage on the left rear of the hull mould as well as several tiny cracks - mostly above the waterline near the top.

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Pierre advised us that, in its current state, these moulds will not produce quality boats. He suggested two possible routes:

- a. Repair the hull mould by applying a filler material across the entire length of the hull surface and working it down (hand sanding with bending straight edge) until the desired shape has been achieved. This would be the most labour intensive process and the mould should be able to produce +- 5 more boats after this upgrade.
- b. Produce a hull from the mould, fair this hull (plug) into the best possible and most desirable shape - again by applying filler and sanding down, and use this plug to produce a new mould for further production of boats. This option is slightly less labour intensive, but costly as it requires re-manufacturing of the entire hull mould, as well as producing the initial plug.

In summary, the moulds will not produce quality boats before a minimum of R175,000.00 has been spent repairing the moulds. This is slightly less than the costs incurred by the recent Flying Fifteen mould manufacturing process, which included mostly volunteered labour over several months (years?).

- c. A third option would therefore be to fair an existing boat in the fleet and draw a mould from this boat. This process would not involve the current moulds, and can produce a new mould for approximately R200,000.00.

We have also visited another site (in Johannesburg) which is rumoured to have stored old 505 moulds. On this site we found a complete Finn mould, as well as a J22 hull mould (ex Mendes tooling) but together with the site owner we were unable to locate the 505 moulds.

In conclusion we can therefore state that we are not aware of any moulds in South Africa suitable for manufacturing world class boats. Furthermore, we recommend that the moulds collected from Midmar currently stored at Albrecht's premises, be destroyed and discarded as soon as possible in order to avoid storage costs and further low quality locally manufactured boats.

The outcome of this survey is certainly disappointing as we had all hoped to have a good quality local boat built in the near future. However, in order for the class to move forward, this was a necessary step.

Please feel free to ask questions.

Regards,  
Rudolph & CJ

The 505 class Exco expresses their thanks to CJ, Rudolph and Albrecht for their time and effort on this project.

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### 3. Boat for sale:

505 Flying Circus RSA 7337 - For Sale

Peter Hunter 011 571 0275

This is a very competitive boat. Peter has put a lot of time and effort into restoring her and wants to sail her once before selling to the new owner.

Price (Was R 25 000) NOW R 20 000.00 onco.

2 sets of sails. Parker rudder, jibing centerboard, Mast unknown.

Beautifully restored by someone who knows where everything should go!



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