

# TANK TALK

the news magazine of the  
international 505 class  
• american section •



Winter 2000



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### **THE 505 CLASS ON THE WEB:**

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If you have any problems with this, please send an e-mail (include your name and Internet e-mail id) to Peter Mignerey at: mignerey@cais.com

### **WORLD WIDE WEB ADDRESS:**

<http://www.sailing.org/int505/>

### **WHERE ARE YOU ON THE WEB? FIND YOURSELF ON THE FLEET MAP BELOW!**





## NORTH AMERICAN REGATTA SCHEDULE

<u>Date</u>	<u>Event</u>	<u>Venue</u>	<u>Contact</u>
<b><u>March</u></b>			
5	Richmond Midwinters	Richmond YC, Richmond CA	Dan Strellis
11	505 / Jet 14 Frostbite	Severn SA, Eastport, MD	Ali Meller
11-12	Spring Dighy	St Francis YC, SF, CA	Eric Willis
11-12	Manning Series	ABYC, Long Beach, CA	Ben Benjamin
12	Stockton SC Midwinter Regatta	Stockton SC, Stockton CA	Stockton SC
18	Practice/Training/Frostbite	Severn SA, Annapolis, MD	Ali Meller
25	Practice/Training/Frostbite	Severn SA, Annapolis, MD	Ali Meller
25-26	Oak Harbor Pelican Regatta	Oak Harbor, WA	Paul von Grey
<b><u>April</u></b>			
8-9	Astoria Regatta	Astoria, OR	Mary Louise Vidas
15-16	Hi Per 2000	California YC, MDR, CA	Dave Collins
22-23	505 Spring Tuneup	WRSC, Galesville, MD	Barney Harris
29-30	West River Spring	WRSC, Galesville, MD	Barney Harris
29-30	Richmond YC Spring	Richmond YC, Richmond, CA	Del Olson
<b><u>May</u></b>			
13-14	Hoover Regatta	Hoover YC, Columbus, OH	Graham Alexander
13-14	Spring Dinghyfest	Rush Creek YC, Dallas, TX	Steve Eller
20-21	Bristol Regatta	Bristol YC, Bristol, RI	Tim Collins
20-21	Hampton Trapeze	Hampton YC, Hampton VA	Henry Amthor
20-21	Spring Tuneup	US Sailing Center, Long Beach, CA	Ben Benjamin
20-21	SOCKS	Seattle YC, Shilshole Marina, WA	Paul von Grey
27-28	Midwest Championship	Southport SC, Windsor, Ontario	Renka Gesing
27-28	Memorial Day	ABYC, Long Beach, CA	Ben Benjamin
<b><u>June</u></b>			
3-4	Mission Bay Regatta	MBYC, San Diego, CA	Dan Merino
3-4	Vancouver Lake Regatta	VLSC, Vancouver, WA	Peter Tuck
10-11	SSA Spring	Severn SA, Annapolis, MD	Ali Meller
10-11	June Bug	Fanshawe YC, London Ontario	Graham Alexander
17-18	NE Championships?	Falmouth YC, Falmouth, MA (Cape Cod)?	Tim Collins
17-18	Nepean One Design	Nepean SC, Nepean (Ottawa), Ontario	Ron Hughes, or John Bryant
24	505 Open House Day	Severn SA, Annapolis MD	Ali Meller

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## PRESIDENT'S LETTER SUMMER '99

Happy New Year to everyone. Looking back on 1999 a number of things stand out. The spectacular performance by the US teams at the World Championships, and resurgence of the class in a number of places. The San Diego fleet is now up to 6 or 7 boats has been reactivated as an official fleet. 25 boats showed for the East Coast Championships and Pacific Coast



Championships. Also we have a new builder, Witchcraft, on the East Coast.

Looking ahead to the upcoming year, there should be

strong competition leading up to the North Americans in Santa Cruz, and the world Championships in South Africa. A number of teams have expressed the desire to attend the Worlds, and that should keep

things exciting as they continue to prepare. The training clinics that took place in 1999 seemed to be very popular, so I encourage you to start planning one for your fleet this year. Also we should be trying out the new spinnaker dimensions and based on the reports from down under, it seems like that should provide a lot of fun as well.

At the US Sailing meeting in the fall, we were approached by yacht clubs wanting to host major regattas for the Class. In general everyone we talked to had very positive about the class. Also a number of people have been talking about the possibility of hosting another Worlds in the near future, and the next possible date would be in 2004. But it's not too early to start thinking about a bid, and a location to hold the event.

Good luck to everyone and see you on the water soon,

*Sol*

### SECRETARY NOTES:

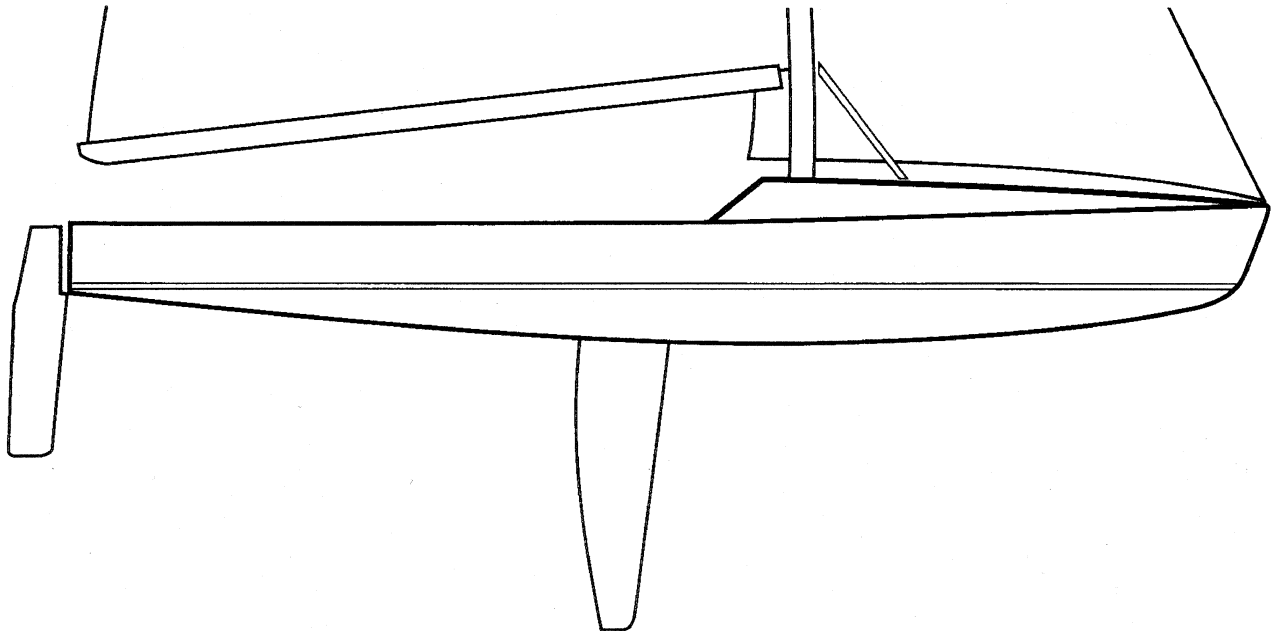
Well, Jesse has moved on to other responsibilities and I have been drafted to continue the struggle. Although I still think

of myself as 23 in certain aspects of my life, I'm not the youthful personage that Jesse is. As your secretary/treasurer, I will not be trying to cure the World's ills or conquer it.



I will do what I can to help the class, primarily by performing my responsibilities efficiently. These responsibilities include fiscal accuracy, prompt payment of bills, support of the membership, maintenance of

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*Photo by Peter Danbury*

member information, and recruitment support of new members.

Let me take this great opportunity to introduce myself to you in a small way. I have loved sailing since I saw my first sailboat 47 years ago. I actually got to sail 16 years later when I found myself at URI. I learned the fundamentals from the best, Tom Dykstra, Collegiate Sailor of the Year 1970 and two-time Thistle national champion. It was downhill from there. I found I could only afford to sail other people's boats and those boats tended to be large and heavy. I got pretty good at climbing and getting winched up masts, and I could set and trim spinnakers pretty well. But then I found myself in Columbus, OH. A job is a job. Thankfully, Graham Alexander found me and did some evangelizing. After considerable baptism at the end of a wire, I saw the light. Hallelujah! Praise John Westell! So now I teach at OSU, I build Thistles part-time for Great Midwest Yacht Co., and I sail a real boat. I'm still on the up-slope of the learning curve. Also, I consider myself a member of the more mature, though moderate (i.e., not conservative) wing of the 505 Class. I actually sail quite often in less than 3 mph of wind. Hey, you use what you have! (In the Midwest, we talk mph rather than knots; NEVER knots per hour!) I also

tend to get concerned about excretory incontinence when I see 30+ mph of wind. Do all regattas have to be sailed in perfect conditions as defined in Monterey Bay? I have always believed that REAL sailors deal with whatever conditions exist at race time. So shoot me!

Whew. Glad I got that off my chest. OK. I want to serve the class, but the vitality of the class rests with all of us. Please contribute where you can. If you want me to do something, tell me, please. If you want me to do something better, tell me, please. If you know someone who should join, give me their info, please. One last request: please make my life a little easier. [Bear in mind, I'm depressed. I have an 18 year-old son (6'1", 175 lbs.) and a 14 year-old son (6'0", 145 lbs), both of whom refuse to sail with dad.] So make my life one bit easier. Pay up for this year and encourage your crew or skipper to pay up. If you've done that, pay up for next year. By paying up, you are entitled to be heard by the officers, to vote on important issues that affect your leisure life, in addition to being qualified to sail in the big events. In this organization, you don't have to be a boat owner to be equal!

- Dave Stetson

### **EDITOR SPEAK:**

As all of you have noticed, I have been delinquent in putting out the last few issues of Tank Talk. All I can offer are my apologies, life can get complicated sometimes and this was on the bottom of the priority list for me. I believe there is a solution in the making to get over this hump. I'm leaking the rumor that Allan Freedman will be taking over editor duties in the very near future. I expect that the hand off will be smooth, and Allan will have the next issue out the door in a timely manner.

As for this issue, I took a house cleaning approach to the contents. You will find write ups for NA's and Worlds, plus a bevy of regatta reports from throughout the year. I will leave it to Allan to chronicle all of the great sailing events from the last half of '99 and 2000. My goal, after seeing first hand the commitment necessary to put this fine newsletter together, is to help Allan compile the content for future issues, and beat the bushes to get the readership to contribute also. Hope it works.

See everyone back out on the water, this writing stuff is for the birds...

*buh bye*  
Scott Mackay



**IN THE NEWS**

**Class Leadership Changes**

505 American Section members,  
As of June 2, the following officers were elected to the 505 American Section executive:

Vice President  
Ben Benjamin  
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Secretary/Treasurer  
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stetson.1@osu.edu

Ben will concentrate on class advertising and promotion in his role as VP. Please pass your ideas along to him. David will continue where I left off, sending out mailings and pestering everyone to pay their dues.

I will continue to answer email at american505@erols.com until the transition of the American Section national office is complete. Minutes of the 1999 American Section AGM will be posted in a few days.

Sincerely,  
Jesse Falsone  
Fmr Secretary/Treasurer, 505 American Section



P.S. Stickers are still available if you contact Dave Stetson.

**Postal Ballot Results**

I can advise that the result of the recent ballot was an overwhelming vote in favour of each of the thirteen propositions put forward. A detailed breakdown is attached.

The Rule changes all come into effect (subject to ISAF Ratification) on 1 Jan 2000, with the exception of C5.7 (Introducing a fixed rate Advertising Levy) which takes

effect immediately.

*Chris Thorne,  
International Secretary*

**West Coast News Source**

If you haven't seen it already, make sure to check out the new West Coast Website, courtesy of Bruce Fleming. It is awesome!! Thanks to Bruce Fleming & Steve Anderes for putting in a ton of work to make it available. Its at:

<http://www.wavejump.com/505west/>

**Henry Amthor and Team 505 Win Star Wars for the 3rd Time!**

Star Wars, the Chesapeake Bay Champion of Champions Regatta, features Chesapeake Bay Yacht Racing Association (CBYRA) high point champions from the one design and handicap classes racing on the Chesapeake Bay, in a one day event sailed in J24s, run by the Eastport Yacht Club. Team 505 has won it three of the five years it has been held finishing very close 2nd and 3rd the other two years). This year's Team 505 was Henry Amthor, Douglas Amthor, Leslie Crane, Cecy Castruccio, and Doug Dereu. The Amthor brothers are members of Hampton Yacht Club.

Race Committee work was outstanding.. Thanks to PRO Sandy Grosvenor and the Eastport Yacht Club for organizing and running another outstanding event.

Despite having won Star Wars twice before, Team 505 could not have been considered a favorite for this event. The Amthor brothers, though they used to race J24s, had not stepped foot on a J24 since

**BALLOT RESULT:**

**1: Resolutions to Change Management of Association:**

Rule No	Brief Description	Yes	No	%
7.1	Amend list of class officers	111	2	98.2
7.5	Appointment of Auditor	113	0	100
9.1	Membership of IGC	112	1	99.1
9.2	Membership of IEC	113	0	100
9.3	Membership of IRC	113	0	100
11.3	Ballots	106	7	93.8
14.3.2	Subscriptions	113	0	100

**2: Resolutions to Change Sail Measurement Method:**

Rule No	Brief Description	Yes	No	%
8.1.1	Reference to ISAF rules	112	1	99.1
8.1.5	Sail Reinforcement	112	1	99.1
8.2.2 and 8.2.3	Mainsail	113	0	100
8.3.1, 8.3.2, 8.3.3	Headsail	113	1	100
8.4.2 8.4.3	Spinnaker	113	0	100

**3: Resolution to Change Championship Rules:**

Rule No	Brief Description	Yes	No	%
5.7	Introduction of fixed fee Advertising Levy	113	2	98.3

113 Boat owning members and 2 non boat owning members voted.  
Votes returned by Country:

Australia	33	France	30	USA	19
United Kingdom	15	Germany	8	Canada	5
Switzerland	5				

Star Wars last year. Les Crane had never raced a J24 before, and had only sailed on one once before. Doug Dereu did foredeck for the first time. Other Star Wars competitors included the top Mumm 30 team on the Bay, the top J22 team on the Bay, a Star representative, and two of the top J24 teams (past winners are automatically included, along with the current year's high point champion in that class), and a number of other top teams from a range of one design and cruising classes. The Amthor brothers qualified for this Star Wars both as past winners, and as 1998 CBYRA High Point Champions in the International 505 Class.

Despite these handicaps, driver Henry Amthor noted that Team 505 crew work was excellent, saying, "505 people can sail anything!" Team 505 survived serious hunting while leading a race, when a starboard tacker went head to wind in an effort to



## IN THE NEWS

claim a foul, could not hit them, tacked and then claimed a foul anyway (for a 505 class discussion on hunting see URL: <http://www.sailing.org/int505/98hunting.htm>). A nearby competitor witnessed this incident but declined to witness for Team 505, saying, "We had to take a penalty in the previous race". This forced Team 505 to do a 720 turn to ensure they would not be DSQ'd, dropping them from 1st to 7th in that race. Another 7th place (after winning the first two races) left them behind overall going into the final race. Team 505 went for it in the last race, working there way through the fleet passing the last J24 in front of them at the final hoist - Team 505 gybed inside - to win the last race.

The apparent winner of the event as the fleet sailed in was Team Mumm 30, but they had flown an I flag rather than take a 720 turn for a foul in race four, (the SI did not include provision for an I flag penalty), and ultimately retired from that race when they were protested by two other teams for not doing the required 720 turn. This gave the win to Team 505.

Once again Cecy Castruccio generously provided her J24, along with her best set of Quantum sails, for Team 505. Conditions were breezy - 15 knots - for the first two races, light and screwy for races 3 and 4, and a moderate 8 knots for the last race.

*Ali Meller*

*From an interview with Henry Amthor*

### 1999 ISAF World Sailor of the Year Nomination

At 46 years of age, Howard Hamlin completed his quest to win the 505 World Championship, held this year in Quiberon, France with 157 boats in attendance (the largest 505 Worlds fleet in the event's 44 year history). Howard has proven that experience, optimism and a calculated effort can overcome youth in a class usually dominated by much younger, Olympic caliber sailors. The 1999 505 Worlds marked Howard's 20th attempt at the championship. In convincing fashion, Howard, sailing with long-time crew, Mike Martin, never finished worse than second in the five race series (finishes were 2,2,2,1,DNS). Howard had finished second and third in this event numerous times in previous years.

Howard's achievement is also extraordinary because he started sailing relatively late in life (in his mid-twenties) - an unusual circumstance in today's world of glorified junior programs that churn out Olym-

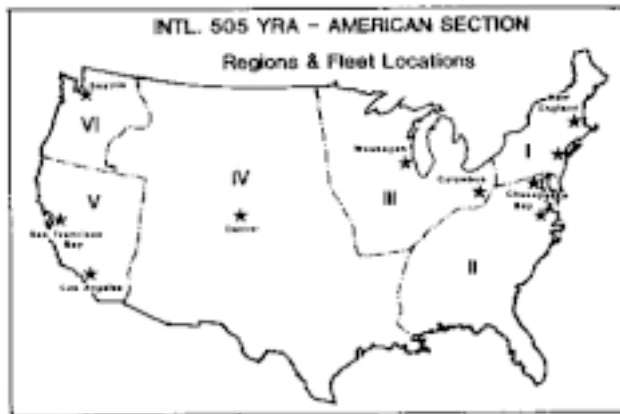
pic hopefuls.

The 505 class is densely packed with sailors having top-notch credentials. One look at the scratch sheet from a 505 World Championship will reveal Olympic medallists, former World Champions in the 505, World Champions from other classes, as well as a host of other nationally and internationally recognized sailors. Many 505 sailors go on to dominate other sailing arenas like the America's Cup and the Whitbread (Volvo Ocean Race).

Howard's win at the 505 Worlds culminates an intense four-year campaign with Mike Martin. Their calculated effort to win this event runs deep into every facet of developmental one-design sailing. The boat in which he won the event came from molds which he, himself, had actually manufactured in the late 1970's. Not only did Howard develop the hull shape, he was actually instrumental in the development of the rig, sails and foils used on his 505 (and now many other 505's around North America). Howard and Mike have raised the bar in the 505 class, and their domination at the worlds level is proof.

Howard and Mike have also won numerous local, regional

and national 505 championships, including the 1999 505 North American Championship in Corpus Christi, Texas.



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## TRAINING SESSION PAYOFF

OGALLALA, Neb.--Nine teams from Colorado, Nebraska, Michigan and Minnesota found out what amazing discoveries you can make whether powering upwind or blasting downwind with North Sails sailmaker and past 505 World Champion Ethan Bixby.

Not every day do you get the opportunity to hone your sailing skills under the watchful eye of a world-class sailor. Eighteen sailors with various experience and



backgrounds took advantage of a new coaching program developed by the North American section of the 505 class and made giant leaps up the 505 learning curve with the help of coach Ethan Bixby July 9-11 at Lake McConaughy.

Located in southwest Nebraska, McConaughy provided excellent sailing conditions for the entire weekend with clear skies, moderate temperatures, winds ranging from about eight-18 kts., small rolling waves and light chop.

Teams arrived at Arthur Bay late Friday morning, and immediately sailmaker Bixby was helping us work out rigging SNAFUs and calibrate our rigs. After only about four hours Dean Karrigan, still recovering from the 18 hour drive from Michigan, said "If it was over right now it would have been worth the drive and the \$80 fee." Dean joined the 505 family in October when he bought Rondar 6230 from Paul Von Grey.

Joe Keating and Phil Ryan arrived after working on Joe's Kyrwood until 3:30 a.m. that morning. Keating and Ryan began a ground-up re-build and re-design of the boat at the Hyannis Worlds. During the eight-month-long rebuild the launcher tube was replaced with a Rondar style (sockless) launcher system, and an aluminum skeleton and high tension wire system was added to handle rig loads. The jury is still out on whether the project was worth all the time it took, but the boat can handle high rig tension and the spinnaker goes up and

down very easily. Both Keating and Ryan agreed the boat has a much more solid feel through waves.

Friday night, like most nights of the event, some teams ate at the campsite and shared great stories and good food, while other teams chose to explore restaurants around the lake. Saturday morning began with Coach Bixby showing us the proper sail settings for every wind condition, proper tacking technique and wire-to-wire tacks and jibes and tips for fast sets and douses in both bag and launcher boats.

With good wind developing out of the south we took to the water to put our newfound knowledge to work and practice gate starts. Ethan chased us in a power boat shouting instructions to one boat at a time. "More jib! Steer into the puffs! Ease the outhaul!" And to the crew "Watch the wind, not the tell-tales!" After a couple hours you could see an improvement in the fleet's speed and pointing. We spinnaker reached down the lake and raced one very long beat up to the dam.

On the long beat to the dam 6491, sailing with old sails, a clumsy crew and an inexperienced driver (third time in a 505) was able to port tack the fleet close to the dam. Does sailing with a coach of Ethan's cali-



ber really help? Yep. We spinnaker reached back and called it a day.

Sunday started with a chalk talk as Ethan described the finer points of gate starts, and many of the participants whined about aches and pains from Saturday. We took to the water for more drills and Ethan spent time sailing in each boat.

Though the shore drills were great, sailing with Ethan was truly amazing. Watching him tack, jibe and do wire-to-wire tacks was a thing of beauty. Having him in the boat working with us on speed, boat handling and evaluating our rigging was an invaluable experience.

The response from the participants was so overwhelmingly positive that we have already began making arrangements to hold the event again next year. Everyone agreed that we made more progress in this one weekend than we typically make in a whole season. The event helped everyone at all levels from class veterans to people stepping into a 505 for the first time. Allan Wilson, a new recruit to the 505 class and crew on 7318 *Dumptruck* said of the coaching weekend, "It was the most enjoyable experience I've ever had on a boat."

A big thanks is due to Ethan Bixby for taking the time to work with our fleet, to Dick Peck for transporting Ethan to and from the event and the airport, and hosting Ethan at his house, and to Kem King for handling the finances for the event.

Look for Colorado fleet Coaching Weekend 2000 July 7-9, 2000 at Lake McConaughy.





## ASK SPOT

### Dear SPOT:

I have to replace a continuous control line (forestay) on my boat. The current line is 3mm Spectra, and the ends are butt jointed and sewn with multiple loops, each passing through the two ends. After sewing through about 6 times, the ends and sewing are whipped over. Is this the way to do it? Is there a better way where the ends are 'scarfed' together?

*Nigel. AUS 7982*

### SPOT SAYS:

Making up control lines is a great activity you can busy yourself with on the couch in the evenings while your wife or significant other knits, thus getting some boat maintenance done while spending 'quality time' together in a nearly identical activity - thus springing you for some sailing later in the week.

SPOT's technique to splice 2 in 1 control lines end to end: first, remove the core for 20, or so, line diameters to either side of the splice. Treat each end by placing it over a metal rod or fid, cover up to the last 1/2 line dia with masking tape [note, duct tape will melt and make a sticky mess, whereas masking tap just burns and protects the line underneath], and then heat to just begin to fuse the outer fibers together. Remove the metal rod and work a small length of 7/64ths spectra into the cover - replacing the core on either side of the splice. Then cross stitch with #2 waxed whipping twine [the really thin stuff] and apply three seizings, sewing around each, with two about 1 line dia from each other on either side of the joint. finally, apply a seizing spanning the joint - sewing across both. while this is a bit labor intensive, it produces a smooth end to end splice which will run through blocks and cleats. Note, it only has the strength of the line's cover only - which is usually adequate for any line tensioned by hand.

SPOT's technique for for 12 strand lines such as spectra or vectran: vectran is preferred since it is far easier to splice since it has a looser weave. First wrap both ends with masking tape, then open the line with a marlin spike or by pushing it together axially at a point about 40 line diameters from the end, and stick one taped end up through the other end. Repeat on the other side. Now cross stitch all along this length and apply one seizing near the end of the new 'core' on either side. For a smoother splice, remove 1/2 of the strands about 15 line diameters from each end before inserting.

*TEAM SPOT - USA 8643*

### Dear SPOT

While tacking, my tiller sometimes hangs up because I stick my extension into the tank, or rather into the corner of the tank and the floor. This tends to force us into going the direction we came, and given my crew is a little slow, we get wet a lot. I've figured out that the extension hangs down a bit, causing the hangup. Any ideas on how to prevent this from happening?

### SPOT SAYS:

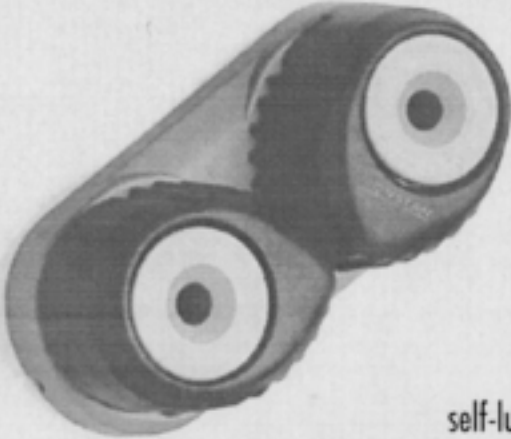
It is far better to learn to tack the correct way instead of jury rigging something which will get caught or

tangled in something at some unopportune time. SPOT recommends that one does not ever let go of the very end of the hiking stik. Do this by heading the boat up, and keep your old aft hand on the stik. As you cross the boat [facing forward] raise your hand and point the hiking stik vertically while you center the tiller and steady onto the new tack's course. You will then be seated on the new weather rail - at this time your new forward hand will be holding the stik, behind your back. then make the switch with the main sheet, which should never be cleated - ever. This will permit one to retain the ability to steer and control the boat throughout the tack, as opposed to chucking the tiller and hoping to catch it on the other side. Best to step thru the kinematics of this on dry land first, but after you do you will never need to drop the tiller ever again.

*TEAM SPOT - USA 8643 'The Tossed Salad'*

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## A GLANCE BACKWARD – RECOLLECTIONS OF AN 'ANCIENT MARINER'

by Logan Goar

It is circa 1956 and the 'Ancient Mariner' (hereafter referred to as the 'A.M.') is in his thirties racing a kit-built wooden Thistle. The location is Seabrook Sailing Club on Galveston Bay (near Houston). His sailing career started in 1938 in Fish Class gaff rigged keel boats and proceeded through Lightnings, Penguins, Moths, F.J.'s, Flying Dutchmen and finally to the best of them all, 505's.

First, a little background for those of you not yet born at the time. George O'Day, Hall of Fame sailor and a man obviously interested in performance craft, obtained one of the John Westall designed 505's from England in time for Yachting magazine's noted 'One of a Kind Series'. The event took place every four years. The basis of this effort was to encourage and test new designs to compare them with those popular at the time. Since Portsmouth Handicapping was not yet developed, a different system was used. In any case, the 505 won decisively with a top hand by the name of Eric Olsen at the helm.

Walter Bowden of San Antonio, Texas,

was a very early 505 owner - a great man in size and ability. Much of Walter's sailing had been in Snipes and a home-built Rhodes Bantam. Walter became one of the very first to own a 505 in the U.S.. This boat was purchased through George O'Day and was built by Fairey Marine of England. These boats were all wood except for the spars. The mast was aluminum up to the hounds, with wood as the top section. The boom was all metal, as I recall.

Walter Bowden campaigned his boat wherever handicap racing was available, and he soon became the scourge of the Texas Coast. There was nothing that could touch the 505 in performance at that time. Even when he occasionally failed to win boat for boat, his excellent rating was unbeatable. Finally, it became obvious to all others concerned that the only way to Beat Mr. Bowden was with other 505's. This idea took hold, and Walter found himself in a defacto dealership position. Soon he was selling his boat to a friend and buying a new one for himself. Since all boats were varnished wood built by Fairey Marine, they were all identical. New 505 owners

many vied for his services. If he was flush, he was your most formidable competitor. If he could have kept a boat as long as a year at a time, he surely would have won the big one, at least once.

The 'A.M.' would beg of you a little forbearance with regard to 'Two Over Easy'. This concerns a boat built from John Westall's plans starting with a Maximar molded plywood shell from England. The builder was a friend of Walter Bowden in San Antonio. The builder was very strange in that some of the workmanship was of excellent quality, while other workmanship was of considerably less. It was difficult to rationalize that the same person did the work. Case in point: the surface of the side tanks followed the upward curve of the transom inboard to the degree that it produced a negative angle to sit on when the boat was level. Also, the original owner had built an outrigger for more stable day sailing. The mast was well constructed, but burdened by diamond rigging. The boom was a plank with a fiberglass splice. Sails were an abortion.

In order to move on, it is fair to say that following a capsizing in a squall that damaged several boats, the 'A.M.' had this relic totally rebuilt and refitted. With superb results and excellent trapeze work from Ralph Dorchester, this boat won the 1959 North American Championship in Houston with 5 bullets. Did it measure, you wonder? The class was so small at that time that the issue was moot.

Speaking of the North American's, the first was held in New Orleans at the Southern Yacht Club. The time had to be either 1956 or 1957. The American Section was just getting under way. Not more than eight or nine boats, including 'Two Over Easy' (albeit in her original condition), competed. George O'Day wanted to have the boat sailed to its optimum. He didn't trust the locals, so he sent the Thistle National Champion, Dennis Posey. Posey did prevail, although it wasn't a blowout. Walter Bowden finished second and the rest also ran.

By the time Yachting Magazine sponsored the next 'One of a Kind', likely in the spring of 1958, the 505 American Section was beginning to take shape. The group at Larchmont Yacht Club (New York) led the Northeast contingent. They consisted partially of Henry Schefter (three-time North American Champion), John Isbister, Henry Hornidge and John Marshall. All were top

were often asked where they had purchased the boat. The answer was always "it's Walter's old boat". Finally, one Bill Sheppard ordered a new 505 and named it 'NOTWOB' which stood for 'Not Walters Old Boat!'

Enter at this juncture a 20 year old fireball who owned a couple of Fairey Marine 505's by the name of Ralph Dorchester. If he was financially strapped, he was a top hand for whom



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hands. They certainly educated those of us who attended the North American's at Larchmont in 1960 - not that the eight foot tide and fluky winds had anything to do with it, of course. At any rate, they proved themselves later in other locations around the country.

The Southeast was headed up by a fine fellow by the name of Dr. William Schildecker of Daytona Beach, Florida. Bill was president of the American Section following Walter Bowden and was ably assisted by John Isbister of Larchmont as secretary. Another member of this Florida contingent was Bill Dehon, a dentist by trade, but a fighter pilot during World War II. Shot down by the Germans, he escaped with the aid of the French underground. Neat Guy!

By this time, the class was faced with a dilemma. It was still in its infancy, and by 1958 it was time to have a representative sail in Yachting's 'One of a Kind'. The officers sensed that Mr. O'Day intended to protect his interests and sent a 'hired gun' type to insure the best possible performance at this important event. Who could

blame him? It was decided that a provision be placed in the by-laws requiring the representative to the 'One of a Kind' Regatta to be an American Section class member. A second requirement was that he would also be north American Champ! Based on this, it was decided to hold the North Americans immediately preceding the 'One of a Kind' at the same location - the Miami Yacht Club. It was a great event since all kinds of great people were present preparing for the 'One of a Kind'.

Although 505 turnout was still rather small, we did have one West Coast boat sailed by a Brit. The results were satisfactory since Walter Bowden was the winner and went on to represent the class in the 'One of a Kind'. Mr. O'Day's 'hired gun', an International 14 skipper, was able to do no better than a third. The class had come of age.

Incidentally, although Walter Bowden did well, he was defeated for top honors by the first catamaran to compete. This was a British Shearwater that opened up a whole new era.

The Larchmont boys had things going

very nicely by 1960. They sponsored the North Americans that year. The A.M. had sold 'Two Over Easy' and replaced it with a brand new Lanaverre from France. The boat did not arrive until the day before leaving for Larchmont. It was slightly damaged during shipment, but there was nothing we couldn't live with. It came with Elvestrom sails and good potential. We arrived in time to sail in the YRA Race. This is an event where many classes came from all around Long Island Sound to start in the middle. As the race progressed, it seemed that the farther around the course we got the fewer boats there were. When we finally finished, I asked the locals what had happened to all those boats at the start. The reply was that the 505's were the only class to make the time limit!

Another interesting fact we later learned was that the series would not start until Tuesday. It was explained to us that because of the light winds combined with the power boat chop, conditions would not be suitable until then. Another factor that made the series interesting was the eight foot tide. The locals were very helpful in



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## AGLANCE BACKWARD – CONTINUED

showing the visitors around the course for several days in a row. It was a fine series and one could tell that the easterners were here to stay.

As the class continued to grow, it became the prerogative of the North American Champion to select the site of the North Americans for the following year. This was a nice touch, but sometimes reality overhauled fantasy, and the series was held where it was feasibly possible. Fortunately, the 1961 series went back to Florida.

The sponsoring entity was the Coconut Grove Sailing Club at Miami. The series was favored with good weather and good management. With no westerners present, it was a keen rivalry between the Larchmont hands, the Floridians, and the Texans. Planing breezes dominated the course for the entire series, and the A.M. was able to nose out his best friend / worst competitor, Ralph Dorchester, to win the series.

Due to the fact that we did better in areas where there was more wind and less tide, we knew just the place for the site of the 1962 North Americans - Corpus Christi,

Texas! Corpus is a great place. Walter Bowden and Bill Schildecke, along with several others, had already been to Acapulco, Mexico for an Inter-American Series. Therefore, it was decided to include this event in the program at Corpus Christi. It was decided to hold the Inter-American Series first followed by the North Americans. Still no West Coast people. The picture is no longer clear as to who came out on top in the Inter-American Series, but it was definitely not the Mexicans.

To demonstrate how ridiculous it is to scheme one's way into a position of great advantage, note the following: select a venue for the North Americans that has very little tide and winds consistently between 15 and 20 knots, warm temperatures and close to home. It certainly looked good on paper - I had all the advantages! Along with the Yankees and Floridians came a huge high pressure system which camped all over Texas for some three days. The Yankees came in their non-air conditioned autos and nearly died from the heat. They were a tough bunch, however, and with the aid of several gallons of gin and tonic, they managed to survive.

The high pressure kept the wind velocity down to 2 to 8 miles per hour for most of the event, with temperatures in the mid and upper nineties! The Yankees suffered a lot, but they sailed well. Henry Schefter prevailed to win the North Americans. A sidelight to that was that Henry capsized in one of the few races with good breeze. He cut his hand on the trailing edge of his centerboard while righting, but went on to win anyway.

By 1962, the 505 was really on a roll in Europe. Both the British and the French had gotten into them big time. Paul Elvestrom had determined it to be the best without a doubt. The 505 had been considered for Olympic status earlier, but was rejected because the host country (Italy) didn't have any at the time. This probably saved the class a lot of grief. One has only to look at the Flying Dutchman class to understand that.

At the time, it was customary to allow class champions to try out for the Olympics. Since our small sailing club also harbored a Flying Dutchman fleet, three of us received invitations to sail in the trials. The A.M. was flattered to receive this invitation, so had to switch to the Flying Dutchman.

Never did like the things. Had sailed borrowed ones before. Too slow in stays, a dog in a drifter, spinnaker too small, lost sticks too easy, etc. At any rate, it was great fun to try and compete against great people like Buddy Melges and later, Ted Turner.

After a layoff from the 505 for many years, it was great to be back in touch with great people who sail the best boat of them all!



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## WEST MARINE 1999 NORTH AMERICAN CHAMPIONSHIPS

### From *Team Spot*

Updated 6 June, 1999 after end of the event

We never stood the rig all the way up; and never had the centerboard all the way down - it was that windy in Corpus for the 1999 505 NAs. Coming from the Chesapeake sewer region, and feeling lucky to get a 10 kt southerly in the late afternoon, this was a real treat. A total of 14 teams competed. Some random observations [please correct if I am mistaken anywhere!]:

**7771** Howard Hamlin / Mike Martin 1-1-2-1-1-1-2: Howie and Mike were very fast and nearly error free. They were only beaten twice - by TEAM SPOT in race three - after misjudging the gate boat and being forced to tack to port and being way outside for a large lefty which put most of the fleet far ahead, and by Bruce & Dave in the final, windiest race on Friday.

**8680** Bruce Edwards / David Shelton 2-2-3-2-2-2-1: Clearly the second fastest team - consistent and and very fast uphill in the breeze and steep chop. Managed to beat Howie and Mike in one race on their own talents - as opposed to an error by Howie and Mike.

**8643** Barney Harris / Jesse Falsone TEAM SPOT 3-3-1-6-3-5-4: TEAM SPOT managed to hold it together for enough races to place third overall. TEAM SPOT was very quick on the reaches - extending or catching up on every one. Upwind speed was erratic - as we were getting a new main design dialed in - at times equal to Howie or Bruce - but not able to main-



tain the edge for more than a minute at a time. TEAM SPOT's upwind tactics and strategy were variable as well. Some TEAM SPOT statistics:

- range of rake upwind : 25'5" - 24'11"
- range of board upwind : up 2"-5"
- range of rake downwind = 25'8" - 25'2"
- number of marks run over = 1
- number of capsizes = 4
- number of capsizes while running over a mark = 1
- maximum number of capsizes on any one leg = 2
- tubes of sunblock used = 2
- rips in spinnaker = 1
- number of cans of McLube used = 3

- number of times Jesse and Barney used the word "f\*ck!" = 12,432
- number of times spin sheet fell over the bow = 1
- number of boats rolled on reaches = 12
- rolls of duct tape used = 1.25
- number of times rolled by others on reaches = 0
- number of times twings failed while leading race on bottom reach = 3
- gallons of gatoraid consumed = about 13

**8681** Robin Brown / Ben Benjamin 6-4-4-3-9-3-3: Robin and Ben sailed well, except for a triple capsiz spasm in race 5, posting, and seemed to get better as the event wore on. TEAM SPOT was frequently nearby - someone took a great photo sequence at a gybe mark - which will be posted soon.

**8012** Henry Amthor / Rob Montague 4-5-10-4-4-4-5: Henry and Rob were very quick upwind, and rounded in the top mark 1 or 2 in several races. This is particularly notable, as they had only sailed together a few times prior to this event. Their performance on reaches improved dramatically throughout the week. Henry [or his truck] served as fleet taxi to several dinner outings. Henry and Rob get style points for transporting 3 of 5 east coast boats from the mid atlantic region.

**8722** Macy Nelson / Art Gleason 5-6-5-5-5-8-6: Macy and Art sailed the newest boat in the fleet - fresh out of the box from Waterat. Macy's fully tricked out 505 features a carbon nose, split rig controls, and a slightly forward set jib tack [as compared with other launchers]. Macy reported no major break downs the entire week.

**6227** Carrisa Harris / Alexander Mehran 7-9-6-8-7-6-8: Carrisa and Alex, who are both in school, sailed well in a well worn, borrowed 505. We hope to see them sailing again soon.

**7346** Latane Montague / John Zakaib 8-8-8-7-6-7-9: Lataney posted consistent finishes all week. Latane is looking to "trade up" for a better 505 this year.

**7606** Scott MacKay / Dan Treadwell 9-7-7-dnf-10-10-10: Scott and Dan finished as the top TX boat, completing all but one race. Their program has been hampered by driver Dan's temporary relocation to Missouri. The Austin TX fleet did a great job in organizing this event. Corpus Christie is a huge venue, and the host club (CCYC) was great. Several locals were oogling the 505s every day, and several indicated an interest in getting into the class and starting a local fleet. Corpus is a grea site for the 505 - and there is no local dingy sailing other



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## WEST MARINE 1999 NORTH AMERICAN CHAMPIONSHIPS



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than sunfish that I could see. Thanks to Scott and Dan for their efforts.

**7879** Clayton James / Dustin Romey 10-10-9-9-8-11-9-dnf: Boat owner Clayton [who weighs over 200 lbs] started out as driver and switched mid way with crew Dustin. This combination seemed to work well. Clayton modified his trailer to transport both his and Macy's new boat back to DC.

**7151** Robbie VanLandingham / Steve Keckler 11-11-11-10-11-9-dnf: Texas sailors Rob & Steve were sailing a borrowed 505, and by now should be fully hooked on the idea.

**8011** David Jacob / Steve Eller 13-dnf-13-dnc-dnc-dnc-7: Steve & Dave were hampered by Dave's injured hand, which made it diffi-



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cult to sail - and finally put them on the beach for races 4, 5, and 6. Heck, I had trouble handling the main all week and my hands are fine! Steve [and others] did a great job of organizing this event, and worked hard all week to see that everyone was well fed and having fun. While relatively new to the boat, Steve and Dave were eager to learn more, improve, and continue to build the 505 fleet in TX. Steve and everyone from the TX fleet have a standing invitation to fly to the DC area for any regatta. For the final race, Steve teamed up with canadian sailor [can not remember his name - apologies] and posted a 7th, "team beef's" best finish.

**7318** Richard Peck / Allen Wilson 12-dnf-12-11-dnf-dnc-dnc: Richard and Allen, who

are from Denver CO, broke their mast unfortunately, and were not able to complete the series. The water depth at Corpus varies from 8 to 12 or so feet, which, with the high wind and steep chop, makes it imperative to keep the mast out of the mud following a capsized. Richard is a long time 505 class supporter, and founder of the Denver fleet. His crew Allen was new to 505 sailing, but is now hooked.

**8610** W. Mason / Eric Knight dnf-dnc-dnf-dnc-dnc-dnc-dnc: Despite sailing the fastest boat in the world, Messrs Mason and Knight had equipment troubles, including a chronically breaking jib halyard, which prevented them from finishing any races. Mike Martin commented "...now why couldn't that jib halyard have broken just a few races ago?" We hope these two will stick with it - no one hops into the 505 and does well right off the bat. The boat is too



# WEST MARINE 1999 NORTH AMERICAN CHAMPIONSHIPS



No	SAIL#	SKIPPER	CREW	TOTAL	R1	R2	R3	R4	R5	R6	R7
1	7771	HAMLIN	MARTIN	7	1	1	2	1	1	1	2
2	8680	EDWARDS	SHELTON	11	2	2	3	2	2	2	1
3	8643	HARRIS	FALSONE	19	3	3	1	6	3	5	4
4	8681	BROWN	BENJAMIN	23	6	4	4	3	9	3	3
5	8012	AMTHOR	MONTAGUE	26	4	5	10	4	4	4	5
6	8722	NELSON	GLEASON	32	5	6	5	5	5	8	6
7	6227	HARRIS	MEHRAN	42	7	9	6	8	7	6	8
8	7346	MONTAGUE	ZAKAIB	44	8	8	8	7	6	7	9
9	7606	MACKAY	TREADWELL	53	9	7	7	DNF	10	10	10
10	7879	JAMES	ROMEY	57	10	10	9	9	8	11	DNF
11	7151	VANLANDINGHAM	KECKLER	63	11	11	11	10	11	9	DNF
12	8011	ELLER	JACOB	78	13	DNF	13	DNC	DNC	DNC	7
13	7318	PECK	WILSON	80	12	DNF	12	11	DNF	DNC	DNC
14	8610	MASON	KNIGHT	90	DNF	DNC	DNF	DNC	DNC	DNC	DNC







## MINUTES OF THE 1999 NORTH AMERICAN ANNUAL GENERAL MEETING

### **I. Current Status of the Class**

Secretary/Treasurer's Comments - Generally speaking, the 505 American Section is doing well with regard to membership, participation and finances. There is a heavy turnover in membership for 1999, with many new members entering and a significant number of others leaving. At this time, approximately two thirds of the members on the books have paid 1999 dues, including the new members. It is my feeling that many people are not rejoining for the following reasons; (1) many have simply not paid even though they continue to sail, (2) some have sold boats, (3) some were transients sailing in the 1998 worlds.

Participation in fleet and regional events is good but not outstanding. Most fleet events have been drawing between 6 and 15 boats, with the west coast having a slightly better turnout than the rest. Participation for the ECCs and PCCs is expected to be good this year.

Finances are strong, with the class account maintaining between \$9,000 to \$13,000 during 1998.

The class survey shows that the average age of the membership is now over 40 years. Also, the experience level of many new members is somewhat lower than in the past. These facts have demonstrated the need for the American Section to continue its efforts with bringing younger people into the class, and increase our efforts to help the less experienced get up to speed. Our advertising campaign includes a ½ page ad in Junior Sailor. This magazine is widely read by Optimist and 420 sailors nationwide. Our coaching program has not been utilized yet, but plans for a mid-west (given by Ethan Bixby) and an east coast session (Peter Alarie) have been made. I suggest that we increase our efforts in these two programs for 1999. I advocate setting an aggressive advertising campaign managed by the vice president.

Jesse Falsone stipulated that 505's exist in larger numbers in the areas where strong fleets are established. The fleet is the most basic and most important segment of the national organization, and members are urged to support fleet activities.

### **II. Election of Class Officers**

Vice President - Ben Benjamin nominated at AGM and voted into office by the membership. Ben will concentrate his efforts on advertising and promotion.

Secretary/Treasurer - David Stetson nominated prior to AGM by Jesse Falsone and voted in by the membership.

Tank Talk Editor - no nominations.

### **III. Growth & Promotion**

Advertising in 1999 - Harken One-Design Showcase (Sailing World) and Junior Sailor advertising to continue. Regional advertising (Region II) continues in SpinSheet at no cost to the class. VP Ben Benjamin has suggested the poster idea again, and will follow up with this initiative.

Membership Survey - Approximately 120 responses so far. 30% of the respondents could not fill out the entire survey. As mentioned, average age of membership is over 40. 93% are male, 7% are female. Fifty percent have children. The American Section has a 98% approval rating of those that answered the question. The most common response to the question "Why did you start sailing 505's" was a year (i.e. 1975). This has concerned the executive since the literacy rate of our membership was assumed to be 100%. More detailed data will be available in the future.

Coaching Program - not utilized yet, but will be soon.

US support of new 505 International magazine - low support if it means diluting Tank Talk. However, this may be a very good option if a new Tank Talk editor does not surface.

Fleet Open House - Fleet 19 has an open house each year to attract new sailors to the class. The format is loose, with people switching in and out of boats. An experienced person (driver or crew) is put in a boat with a new sailor. Multiple races are held. Social activities follow after sailing with a de-brief of the day's activities. This format has been very successful for Fleet 19 and other fleets are urged to try this tactic.

### **IV. Scheduling for 1999 & Future North American Championships**

2000 - Santa Cruz - Bruce Edwards stated that Santa Cruz is looking forward to hosting the event next year in the late July, early August time frame.

2001 - Henry Amthor from Hampton, VA submitted a bid for late August. The idea is to schedule the event at a venue that would attract more of the mainstream members (i.e. those that don't sail regularly in over 20 knots). The possibility of having a very hot, light air event was met with some opposition. Henry stipulated that a late-day sea breeze is common in Hampton, and racing would be scheduled to allow for this. While there is strong support for Hampton among the East Coast members, it was de-

cidated to solicit other bids from other venues, including Canada.

1999 East Coast Championships (Sept 24-26) - Fleet 19 (Annapolis) is running this event at Severn Sailing Association. Organization for this event is well underway and promises to be an excellent event.

North American Regatta Scheduling - Jesse Falsone wanted a referendum to amend the AS constitution to stipulate that all US North American's be held in the month of August. Many members disagreed with this idea for various reasons and the referendum failed.

### **V. Measurement**

Opinions on longer luff spinnakers - Many members feel that no changes are necessary to the 505 to attract new sailors. The example of the I14 was given. Also, relocation of the inboard end of the pole would not work well. Some sailors feel that the longer luff spinnaker would improve performance with minimal cost (no change to halyard).

### **VI. New Builder**

Witch Craft - no information on first boat or status of production. Many feel that they will have to compare favorably to the KISS Rondar in price, performance and quality to have a chance of success.

### **VII. Dave Cahn Trophy**

Barney Harris nominated by Jesse Falsone (see nomination letter) and awarded Dave Cahn Trophy by membership. Barney vowed vengeance upon his crew.

### **VIII. New Honorary Members - nominations by Jesse Falsone**

Tom Kivney - 32 year class member and supporter. Tom was a key player in the planning and success of the 1998 505 Worlds in Hyannis.

Logan Goar - 1959 and 1961 NA champion, Logan was among the very first 505 sailors in the US, and helped establish the Texas fleet. His first boat was home-built (US 158). Logan has been an active sailor even at the age of 75. He donated a trophy for the 1999 North Americans that was awarded to the oldest boat sailing in the event.



## 1999 505 WORLD CHAMPIONSHIP REGATTA RESULTS

Full reports were sent day-by-day to the 505 World Forum by Jean-Baptiste Dupont. His reports on the Pre-Worlds can be found at <http://asso.ffv.fr/cinquo/wResults.html>. His reports on the World Championship are also there, but may be more easily read from the North American web site at: [www.sailing.org/int505/99worldsreports.htm](http://www.sailing.org/int505/99worldsreports.htm).

It was a superb event. Americans were first and second. Howard Hamlin has been trying for twenty years to win the worlds, and has been second at least twice (including last year). Mike Martin his crew was a top Laser sailor. They had worked very hard with Andy Beckman and Ben Benjamin, also from Los Angeles, who came second, sailing regularly and tuning together throughout the year. In the generally light to moderate conditions they were unstoppable and fully deserved their success. The top Brits, Ian Pinnell and Mark Upton-Brown, were the only other boats to win races - in both cases when there was slightly more wind. But both were beaten overall by Jorgen Schonherr from Denmark (former World and European Champion, returning to the class after a couple of years' absence), Wolfgang Hunger from Germany (former 470 World Champion, and trying hard for top 505 spot for a couple of years), and Krister Bergstrom from Sweden (multiple former World Champion).

*Rob Napier*

### Final Results

N°	SAIL No	SKIPPER/CREW	TOTAL	R1	R2	R3	R4	R5
1	USA 8266	HAMLIN HOWARD/MARTIN MIKE	9.00	2	2	2	1	DNS
2	USA 7771	BEECKMAN ANDY/BENJAMIN BEN	21.70	1	9	1	5	6
3	DEN 8728	SCHONHERR JORGEN/KAEMPE ANDERS	25.10	3	4	3	3	5
4	GER 8721	HUNGER WOLFGANG/JESS HOLGER	31.70	4	3	5	4	DNF
5	SWE 8655	BERGSTROM KRISTER/MOSS THOMAS	34.70	5	5	6	2	7
6	GBR 8720	PINNELL IAN/POWELL NICK	36.70	14	1	12	7	3
7	SWE 8232	ROSEN EBBE/WENRUP OLLE	43.70	8	6	15	9	2
8	GBR 8552	UPTON BROWN MARK/MITCHELL IAN	50.00	11	12	9	21	1
9	DEN 8620	SAUGMANN JAN/RAMSBECK MORTEN	56.00	12	11	7	43	4
10	GER 8623	BOHM STEFAN/ROOS GERALD	62.70	37	8	11	6	14
11	FRA 8684	GALLO PIERRE JEAN/TOUPET FABRI	74.00	10	27	17	11	12
12	GER 8670	GOERGE MARTIN/GOERGE RAYNER	76.00	9	14	4	47	27
13	FRA 8702	BOITE PHILIPPE/MUZELLE JEAN	77.00	20	16	29	8	9
14	USA 7201	THOMPSON DANIEL/ZINN ANDREW	79.00	16	18	8	37	13
15	GBR 8555	SMITH WHITE DAVID/YOUNG PAUL	82.00	24	13	20	10	15
16	GBR 8342	HOLT MIKE/BEASLEY PAUL	90.00	21	23	14	20	11
17	GBR 8676	ROBINSON CLIVE/CAWTHORN GARY	92.00	13	10	24	31	21
18	GBR 8481	PAYNE SIMON/MASTERMAN BILL	92.00	15	17	32	26	10
19	FRA 8564	HAY LAURENT/BOUDIER STEPHANE	99.00	30	7	47	19	19
20	AUS 8280	QUIRK MICHAEL/LANGE GEOFF	110.00	41	46	19	18	8
21	GBR 8429	NAPIER ROB/MORRISON KIMBALL	116.00	36	32	21	15	24
22	DEN 8656	MULLER JAN/BOJSEN MOLLER JACOB	120.00	7	49	23	17	DNF
23	GER 8725	GOSCH TOM/MEYER RALF	123.00	26	45	33	24	16
24	GER 8658	SCHAFFER CHRISTIAN/LATSCH UWE	124.00	28	19	34	28	25
25	GBR 8568	WALTERS CHARLES/DIEBITSCH CHRI	125.00	33	15	18	35	39
26	FRA 8709	BOITE ALAIN/LE GOFF MAXIME	127.00	53	24	16	33	30
27	DEN 8082	ANDREASON SOREN/LANGENDORL JEU	130.00	46	25	43	12	26
28	GBR 8419	TURNBULL STUART/LUNN JASON	137.00	60	20	27	34	32
29	SWE 8585	ERIKSSON JAN/MOLIN MAGNUS	139.00	52	34	30	16	35
30	CAN 7200	MELLER ALI/PEARSON PIP	139.00	32	33	22	46	28
31	GER 8621	FILIMONOW DIRK/STOCKMANN LARS	142.00	18	63	39	32	29
32	GBR 8707	NICHOLSON STEVEN/MILDRED JONAT	144.00	31	41	10	38	DNF
33	GER 8671	MUHLBAUER MARKUS/STENGER ANGEL	144.70	6	40	69	30	45
34	DEN 8675	FREDSTED RASMUS/HARTUIG THOMAS	149.00	44	31	46	14	36
35	FRA 7740	PETIT ERICK/RATTIER THIERY	154.00	42	30	48	40	18
36	GBR 8640	RALSTON VERNON/SPRATT SIMON	156.30	19	RDG	31	44	59
37	GBR 8526	BURD TIM/GEORGE ARHTUR	161.00	62	29	26	27	55
38	FRA 8677	CHRIST MICHEL/CLAUDE PHILIPPE	165.00	23	35	DSQ	36	47
39	DEN 8622	BOJALND TOM/ROHDE SOREN	172.00	34	57	28	29	DNF
40	FRA 8431	DRUART PARIAT HERVE/BOUDIER TH	179.00	40	47	57	22	46
41	GBR 8679	MONTAGUE IAN/FULCHER NEIL	180.00	66	36	40	63	17
42	DEN 8476	LARSEN PER/ANDERSON HENRIK	180.00	22	38	53	52	44
43	GER 8633	HARTWIG JENS/STUSKL WOLFGANG	183.00	38	26	64	57	38
44	GER 8634	THUMANN JOG/WEICHEL FRANCO	184.00	25	21	78	48	66
45	GBR 8708	WEDGE MARTIN/BELOE NICK	185.00	59	76	25	55	22
46	FRA 8400	JOUANY MARC/NIGON ERIK	189.00	29	60	36	58	42
47	GBR 8378	HODGSON MARTIN/MACLEOD ALASTAI	192.00	35	75	61	49	23
48	SWE 8719	LINDUALL JAKOB/BYRENIUS KALLE	193.00	55	88	58	13	43
49	GER 8642	SCHOLLMAYER STEPHEN/SANGUINO F	198.00	39	22	52	61	65
50	GBR 8705	SCUTCHER TERRY/LAKE SIMON	200.00	56	53	50	25	48
51	GBR 8495	PEACOCK DAVID/HEWKIN CRIS	201.00	51	85	56	39	31
52	SUI 8426	PLUSS MARCEL/DUERR YVO	211.00	27	122	45	51	64
53	AUS 8696	JACKSON CARTER/MAILLING ADAM	212.00	68	62	38	74	20
54	AUS 8644	PORTER DAVID/HOLDEN PETER	214.00	69	44	54	59	33
55	FRA 8459	TERRASSON JEROME/BRIFFOTE AUX C	218.00	58	112	37	41	58
56	ZIM 8445	MAC COSH PATRICK/PRICE MIKE	220.00	64	48	80	23	61
57	GBR 8458	HAYHURST JACK/COATES ADRIAN	222.00	45	43	59	53	57
58	SUI 8486	ZUND SIMONE/ROTACHE MICHEL	223.00	85	61	35	50	53
59	FRA 8687	FISCHER FRANCOIS/DELVAUX JEROM	226.00	43	59	74	60	40
60	GBR 8694	WILLIAMS ANDY/HUNT STEVE	229.00	61	28	66	81	50
61	GBR 8701	LOVESY PAUL/WILLIAMS ANDY	229.00	47	58	44	56	71
62	FRA 8321	RIMBERT MICHEL/RIMBERT ANTOINE	235.00	48	66	55	42	DNF
63	BEL 8553	GORREMAN PAUL/DEFROIMONT ERIC	246.00	79	50	51	70	51
64	GBR 8556	TEW RICHARD/IRONMONGER JOHN	249.00	17	37	13	DNF	DNC
65	DEN 8581	ANDERSON JON/ADREASEN LASSE	252.00	112	77	42	72	37
66	FRA 8541	DOERENBECHER FRANCIS/DOERENBEC	253.00	67	54	DNF	67	41
67	DEN 8551	ERNST JACOB/ERNST JESPER	253.00	49	81	63	65	52
68	BEL 8463	VAN HEMELDOWCK EMIEL/VAN HEMEL	270.00	77	39	67	73	67
69	GER 8580	ACHTERBERG FRIEDER/ACHTERBERG	271.00	84	65	77	45	60
70	AUS 8603	DUNN IAN/SCHULZ PAUL	275.00	65	52	71	89	63
71	GER 8376	NIEDICK WALKER/HEISING STEFAN	277.00	DSQ	51	49	75	78



## 1999 505 WORLD CHAMPIONSHIP REGATTA RESULTS

72	FRA	8565	VALLETEAU DE MOUILLA BENOIT/SC	277.00	54	71	75	66	62
73	GBR	8291	SIMS RICHARD/WOOD SIMON	283.00	88	116	73	64	34
74	FRA	8484	BLANCHARD PHILIPPE/DOERENBECHÉ	285.00	71	82	60	76	54
75	FRA	8455	BUFFET MARCEL/TROUILLET DAMIEN	295.00	63	98	41	82	85
76	SUI	8440	SCHERRER URS/TITEN ADRIAN	300.00	70	42	DSQ	85	79
77	GBR	8489	WEBSTER JOHN/IRONMONGER ERIC	302.00	75	55	86	71	77
78	BEL	8536	MEYNENDONCKX BART/LEHOUCX CHR	305.00	78	64	85	54	DNC
79	SUI	8016	CHAPATTE FLORENT/FROIDEVAUX MA	311.00	57	56	105	69	DNF
80	FRA	8449	LUCIENNE PHILIPPE/BONNET BRUNO	311.00	74	83	83	62	68
81	GBR	8508	NEAL SAM/ANNETT ROBIN	315.00	72	80	95	83	56
82	GBR	8072	SIMMS MICHAEL/GEORGE ANDREW	338.00	90	74	70	80	110
83	GBR	8574	MARTIN LEE/PERKINS STEVE	340.00	89	67	91	79	81
84	RSA	8584	MILLN NIGEL/HOGG IAN	341.00	96	68	76	91	82
85	FRA	7941	DOUSSELIN VERONIQUE/PETER JEAN	344.00	50	109	103	87	80
86	GBR	8467	ROMANS CHRIS/ROMANS BRENDA	346.00	145	93	90	90	49
87	FRA	8695	PUISSANT JEAN-GUY/SEGUELAS ETI	346.00	80	72	72	104	98
88	SUI	7953	ZAUGG ADRIAN/REINACHER YVES	351.00	81	DNC	81	95	70
89	FRA	7999	GUBRI SERGE/RIOT MARC	354.00	92	86	79	101	73
90	FRA	8188	SOULIER PIERRE/LENORMENT PHILI	365.00	105	69	68	108	99
91	FRA	8008	DOUSSELIN MARC/BELTZUNG ALAIN	366.00	95	123	62	78	107
92	GBR	8483	SYDENAM SIMON/BRITTIN MATTHEW	369.00	97	95	82	96	72
93	FRA	8353	FOSSARD ROBERT/ROUCAYROL FREDE	373.00	104	70	110	86	89
94	GBR	8678	BERRY TIM/BERRY RICHARD	373.00	83	79	89	98	104
95	FIN	7784	THOMAS HELD/ROBIN GUSTAFSSON	378.00	106	114	88	68	92
96	GBR	8418	CUTHBERT EAMON/CUTHBERT MARK	378.00	76	100	101	77	OCS
97	GBR	8306	ROBINSON CHRIS/PHILLIPS TOM	385.00	82	DNC	109	94	76
98	GBR	8704	DUPONT JEAN/RENNIE JONATHAN	388.00	98	90	102	102	74
99	FRA	8491	VEROUL FREDERIC/VEROUL JEAN JA	391.00	86	94	99	113	88
100	GER	8632	WILLIAMS DEAN/NICHOLSON DARREN	393.00	73	73	65	DNC	DNC
101	DEN	8364	LUNDSAGER BENT/ANDERSEN UPPE	394.00	102	121	84	84	100
102	FRA	8717	LORTAT JACOB ANTOINE/CHEVRET P	396.00	93	111	92	103	84
103	FRA	8683	TILLY GERARD/TILLY XAVIER	404.00	118	91	100	92	97
104	FRA	8462	LASNIER LAURENT/LASNIER GILLES	405.00	110	89	106	100	86
105	GBR	8305	SHORT ANDREW/HOOD MARTIN	410.00	111	78	98	99	115
106	RSA	8587	CRISP ROBERT/VON BUDDENBROCK W	411.00	87	115	94	110	96
107	FRA	8007	BROTSCHI YANN/BROTSCHI XAVIER	414.00	99	97	123	119	75
108	AUS	8185	ALEXANDER EARLE/LECKENBY KEN	423.00	128	110	108	112	69
109	FRA	8545	PREEL ALAIN/PREEL ALEXIS	423.00	113	128	87	116	83
110	GBR	8423	LURIGHT MARTIN/LURIGHT CRISS	423.00	114	102	114	93	90
111	FRA	8352	NOCLAIN PHILIPPE/NOCLAIN JEAN	429.00	107	125	93	114	91
112	FRA	8456	DI PEDE JEAN-PIERRE/DI PEDE BE	431.00	133	87	127	106	87
113	FRA	7932	RAGUET JACQUES/ROBLIN LUDOVIC	434.00	100	84	120	122	106
114	FRA	8693	JEANNE MURIEL/CARVALLO GILLES	437.00	126	124	107	88	94
115	FRA	7147	CHAMPEAU ALAIN/TOURNIER JEAN M	442.00	91	92	118	117	121
116	RSA	8121	HOLM ALBRECHT/HOLM DITMAR	444.00	103	103	97	120	117
117	FRA	8090	BLEUEZ LOIC/BONNET MICHEL	447.00	109	DSQ	104	109	101
118	FRA	8348	BOCHU JACQUES/BOCHU CHRISTOPHE	449.00	115	96	119	135	95
119	GBR	8514	FITZGERALD ANDREW/RAINS TIM	458.00	108	134	112	111	103
120	GBR	8213	BURDEKIN ROBERT/COATES BEN	465.00	131	113	113	97	118
121	GBR	8591	BELL DAVID/WARD PETER	469.00	117	108	115	105	119
122	FRA	8184	ZUCCONI DAMIEN/CAMUSSON LAUREN	473.00	119	106	116	DSQ	108
123	FRA	8063	GAULTIER DOMINIC/MISTRAL FREDE	475.00	94	104	124	146	129
124	FRA	8382	HUE PATRICE/DESTOMBES GAUTIER	476.00	101	120	122	145	109
125	FRA	8521	CHARTIER JEAN PHILIPPE/GUIBBAL	488.00	116	137	96	132	120
126	FRA	8688	LEHMANN ROBERT/WAGNER DANIEL	491.00	120	117	145	128	102
127	GBR	8304	PEARSON CHRIS/RAINSBOROUGH FRA	495.00	123	126	129	133	93
128	GBR	8510	THORP ANDREW/THORP NICK	498.00	122	131	111	125	116
129	FRA	8509	MICHEL PATRICE/KERAUDRENV DOMI	499.00	132	99	137	107	DNF
130	GER	8674	KREMOW RAINER/RETZLAFF MATTHI	501.00	124	105	126	123	125
131	FRA	7929	DEMOMENT JEROME/SOUBEN PIERRE	516.00	143	118	121	142	111
132	FRA	6126	CUNY FRANCOIS/CUNY ERIC	518.00	121	132	135	118	123
133	FRA	7192	CLARAZ PHILIPPE/JULLIAN PASCAL	520.00	125	130	139	136	105
134	GBR	8435	MAC GALE PATRICK/NOLAN MICHAEL	527.00	138	147	138	115	112
135	GBR	8095	BURWOOD PETER/BURWOOD STEPHEN	529.00	147	101	117	140	DNC
136	GBR	7931	THORNE CHRIS/VIATEUR REGIS	530.00	135	119	125	129	133
137	FRA	8716	SILVESTRE CHRISTIAN/SILVESTRE	531.00	136	135	128	130	114
138	FRA	8302	GOT CLAUDE/AGGERI STEPHANE	533.00	129	107	149	124	DNC
139	FRA	8301	BLONDY BERNARD/BOURGAIN JEROME	542.00	148	136	DNF	121	113
140	FRA	8359	DALLE FREDERIC/DALLE LAURE	548.00	127	142	140	131	126
141	FRA	8157	DUGRIP BERNARD/BORIES PIERRE	553.00	130	133	134	141	132
142	BEL	7979	DIGNEF FREDERIC/D HERDE LUC	557.00	141	139	131	126	137
143	FRA	8062	BROSSILLON GUILLAUME/PORCHER L	559.00	144	146	130	139	122
144	FRA	8427	DES JAMONIERES NICOLAS/LASNIER	559.00	139	129	136	150	131
145	FRA	6340	PEIFFERT BERNARD/PEIFFERT DIDI	560.00	134	144	DNC	134	124
146	GBR	8490	JACKSON ALEX/BRECKELL HOWARD	576.00	140	127	DNC	127	DNC
147	BEL	8106	RAUCENT BENOIT/CHEVALIER PHILI	578.00	149	143	132	138	141
148	FRA	8002	ROUANNE DOMINIQUE/BLACHE JEAN	579.00	146	141	141	143	130
149	FRA	8139	CERBELLE STEPHANE/GASPARD JEAN	580.00	142	148	133	147	134
150	FRA	8436	CARVALLO SAMUEL/CARVALLO CLAIR	587.00	DNF	150	142	144	127
151	BEL	7015	VANDEPOEL PIERRE/ZIMMERMANN VI	595.00	137	DNC	146	148	140
152	FRA	5923	DUCOS PIERRE/LECHARPENTIER HER	596.00	153	140	151	DNC	128
153	BEL	8350	VANIEKAUT BRUNO/WIRTZ PHILIPPE	598.00	150	DND	143	137	136
154	FRA	8366	MILLET PHILIPPE/MILLET ANTOINE	606.00	151	138	144	149	DNC
155	FRA	6448	CENDRON NICOLAS/SOREL VINCENT	609.00	155	145	150	DNF	135
156	FRA	7647	CHANTRAINE PHILIPPE/FROUX WILL	611.00	152	151	147	151	138
157	FRA	6501	LUTHRINGER JEAN-MARIE/NOUGAYRE	612.00	154	149	148	152	139



## TECHNOLOGY AND GEAR NOTICED AT THE QUIBERON WORLDS

To the best of my knowledge there never has been a revolutionary development that won the developer the world championship and made everyone else's boats obsolete, in the history of the 505 class. This year was no exception; the guys who won sailed better, and had spent more time in the boat than their competition. However development and experimentation continues in the 505 class, and there was some interesting new gear in use.

**Foils** - The first, second and third placed teams, Howard Hamlin/Mike Martin, Andy Beeckman/Ben Benjamin, and Jorgen Schoenherr/Anders Kaempe, all used high aspect ratio foils. The first two teams used custom Waterat high aspect ratio centreboards and rudders, while Schoenherr/Kaempe used the current Waterat high aspect ratio design centerboard, a little different from what the first two had. The Schoenherr/Kaempe Rondar centreboard trunk was made two inches longer at the front to accommodate the longer centreboard. Schoenherr/Kaempe did not use a Waterat rudder. All of these centreboards were gybing.

The third US team, Dan Thompson/Andy Zinn, also used the current Waterat high aspect ratio foils (a similar CB as Schoenherr's, but the Waterat high aspect ratio rudder.) I believe Howard and Mike's success is due to time in the boat with a tuning partner, and they would have had the same result with the standard foils.

"I think we were slower than we used to be in the world's condition than a standard Waterat", said Howard. "We were rounding 7th and 8th and doing most all our passing down wind. Andy Beeckman/Ben Benjamin used the same centreboard we used last year, and they used the standard rudder. We [Howard/Mike] used the same rudder for the last two years. Our centerboard was different this year and a little slower in the medium air."

My suspicion is that these high aspect ratio foils may not work as well as the standard Waterat foils in a wide range of conditions, upwind and down, but they worked well enough in the light air of this worlds. As you've read, Howard Hamlin has a somewhat different perspective.

I'm not planning to buy new foils.

**More Thoughts on Foils** - A number of top 505 teams Worldwide are not even using gybing centerboards, while to my knowledge every serious 505 team in North America does use gybing boards. My belief is that the gybing board (or the gybing board in con-

junction with either of the two North American 505 rigs) produces better pointing with the same speed in light and medium air. At the Quiberon Worlds, two of the fastest UK teams - Pinnell/Powell and Upton-Brown/Mitchell - each won a race. These two races were in a little more breeze than the others, though not yet to 15 knots. Pinnell/Powell do not use a gybing board, Upton-Brown/Mitchell may. In the slightly lighter air of the other worlds races, these teams struggled to get into the top ten.

While drifting around in too-little-wind-to-start-a-race one day, Pip and I spoke with Ian Pinnell and Nick Powell about centerboards. My understanding was that they have already started to raise their CB a little, before they get to planing upwind conditions (which is what I do when I remember to do so), and felt they were faster upwind in any breeze with the non gybing board. Perhaps due to more lighter air racing, the North American view is that you have to have a gybing board to be on the pace in the lighter air, and simply bringing the board up slightly reduces the gybe angle, such that in overpowered conditions the gybe angle is negligible.

The UK teams certainly have impressive speed and pointing once they are powered up, indeed I suspect they make the transition to planing upwind in a puff more easily than the North American teams, but have trouble getting out of the gate in the lighter stuff since they cannot point with the North American teams.

**Digital Compasses** - At the Denmark Worlds in 1997, several teams were using the original Tacktick digital compass. Everyone agreed that with the unit mounted at the mast gate, the crew could not read the display from the trapeze, but could read the head/lift indicator. At the '99 Worlds several teams had the twin display sport boat version of the Tacktick called the Racemaster, that angles the displays somewhat to each side. These CAN be read by the crew from the wire. I have always found that simply sailing the boat takes all the time and energy that I have, and I go slower if I am watching the compass too, so having a compass the crew can watch is very important for me. The original Tacktick was not acceptable to me in this regard, but the twin display sport boat version looks ideal.

I have ordered a Tacktick Racemaster.

- Ali

### An Aussie View of Worlds

**General Observations** - It was another European worlds sailed in generally light conditions. Most of the time wind was around 8-10 knots. More often than not the entire fleet was under-pressured with crews bent kneed. Wind got to 14 knots on last beat in race 4 but never once in whole regatta were we looking to dump pressure.

Competition was undoubtedly best ever, with 157 entries including all the best guys from every country. Very easy to have 100 boats in front of you if you stuff up a first work. The top 10 boats showed their class and it was obvious after a few races we were racing for a spot hopefully in the teens. As it turned out 20th wasn't too bad, we perhaps under-achieved by 5-10 places but it could easily have been back in 40's, 50's or 60's if we had a few bad ones.

Australian's clearly struggle in the lighter European conditions. The top Aussie boats there, Ports, Carter, Dinnie and ourselves have all adopted Proctor masts etc. but we have not had enough top competition top get the best out of the rigs. Realistically the best two performers in lighter conditions over the last year in Australia (Ports and ourselves) were still not competitive with the top 10 boats.

We never really got to see what would happen if there was a bit more breeze. I have the feeling that all Aussie's would have been naturally another 5-10 places higher in the ranking. On the few occasions we were fully pressured we felt comfortable upwind against even the top 10. I also feel that the Yanks who were clearly superior in the 10 knot range would not have had it all their own way if there was any more breeze. Guys like Bergstrom and Schonherr, Upton-Brown and Pinnell were all poking their noses out in front on the odd occasion there was a bit more pressure.

**Starts** - What an experience! It was normal to have boats right on your lee-bow and on your hip only feet away. We generally started 2 minutes up the line and were able to establish ourselves in the front row after the first 2 minutes of sailing- mission one accomplished! You had to be able to hang in on starboard for another 5 minutes and this is where it got interesting. What tended to happen was all the top 10 boats were starting between 1-3 minutes. I remember on one start eventually being squeezed out by Ebby Rosen (probably highest boat in



## AN AUSSIE VIEW OF THE WORLDS

fleet) who started 30 seconds earlier while trying not to get rolled by Andy Beckman (probably fastest boat if fleet) who started 30 seconds later. We eventually lost out but not before 20 boats either side of us were spat out first.

Lessons learned - you have to be able to find the high gear without compromising too much speed. We found we could always get off most people's hip, but often were worried about the next boat rolling you, which doesn't seem to be as much of a problem in smaller fleets. We never really solved this dilemma, I think we just lack time in the boat with big fleets around us.

**First Works** - We generally had enough pace to hang in the top 10 - 20 up the first work. A general pattern emerged with all the top boats getting out cleanly after having started in the 1-3 minute period. Andy Beckman clearly had more pace in 10 knots and led around a lot of top marks. Howie was always in there and sailed smart to always round in the top half dozen. The difference between top 10 and 40 at the first mark was only a small shift or bit of extra pressure, something too small to register on the compass or see on the water (at least for mere mortals like us).

I remember saying to Mike in race 2 with only 200 metres to the top mark that we were in good shape directly downwind from mark and well inside the top ten. Nothing silly, just stay on the shifts with top guys and we will round well and be away. An ever so slight shift from the right allowed 30 boats to come in quick and suddenly we were back in the 40's!

Lesson learned - well, hope your quick, bloody difficult if you can't stay in the front row. Unless you are clearly one of the top few boats approaching the first mark you have to guess a side for the final approach and hope you are right, being conservative does not seem to pay in big fleets. The last shift when all the boats are converging on the top mark is a nightmare and the difference between say 10th and 40th place.

**Upwind Generally** - The top 10 boats clearly had an edge. It is no fluke when the same boats establish themselves all the time at the front. We were able to match most of the top 10 most of the time when we managed to get away cleanly and not stuff up. We would eventually lose out, and in hindsight it was probably when the pressure died a bit and we had to respond to a boat coming up under our lee-bow. In Australia we are one of the highest boats in the fleet and never really experience having to re-

spond to this situation. The best guys always seemed to have a high gear and were able to find it when necessary. When the pressure was in and I could lean back in the harness we were in the money and were definitely top 10 material, this was also the time when Schonherr in particular was fast.

Lesson learned - We felt we weren't far off overall. We felt most of the difference could be attributed to time in the boat with good competition close around, knowing instinctively which rope to pull in a situation. The typical defense when under pressure from a boat to leeward is pull on forestay. This keeps you off the boat to leeward but in big fleets there is always somebody on top going fast and likely to punish you if you fall a few boat-lengths back. We never really found an answer to this and to this day Mike is scratching his head not knowing which rope to pull or let off when looking for height when I was bent knee on the gunwale.

**Reaches** - Well, there weren't any tight ones, that's for sure. Downwind is where the regatta was won by Howie. He was always applying pressure on the boats around and making ground and places. The top guys just look smoother in the boat and seemed to be able to slip away, especially when it was free.

We carried a copy of the standard Ullman in most races. We found our pace comparable to those around us and we could defend even against the very best if attacked. It felt like with a bit more pressure we would have been in the overtaking lane taking plenty of boats. At times when it was light and we were trying to get down we felt vulnerable. Generally the kites being used seemed a bit larger than ours. We tried our bigger Musto one day and it definitely helped, however it takes away defending the high overtaking lane if needed. In hindsight we should have used the bigger Musto more, but I think we lived in hope of more pressure and tighter angles.

Lesson learned - in 10 knots there is only one lane, high! The first dozen boats basically sailed the rhumb-lines going up and down a bit on the pressure. Boats following had to do whatever was required to stay in the high lane, which often meant sailing a lot of extra distance. Boats that dived low on any reach generally got screwed, just too many sails blanketing you to get any reliable air.

**Runs** - Again, this is where the really good guys show through. The top guys were capable of pulling out 50 - 100 metres on a

run. They don't look to be going faster or deeper, but at the end you realise a boat you thought you could grab on the next work if you pick a couple of shifts has slipped out of reach. We probably passed as many boats as passed us, this is not good enough if you are back in the 20's - 40's and looking for finishes higher up.

All top Europeans and Yanks have the skipper steering from leeward. This lets the crew trim and pump the most powerful sail from a more comfortable position. The skipper can see what's happening from behind better and is more likely to sense a shift. We knew this would be a problem before the regatta but decided it was too late to change. In Australia there is generally a bit more pressure and it is a bit more gusty. This is when having the skipper to windward works.

Lesson learned - we have to bite the bullet in Australia and use every opportunity to practice the reverse way.

**Thoughts on Equipment/Rigging** - The Yanks all had their stays half-way between forestay and spinnaker exits. I think they were sailing with reasonable rig tensions. Why were they quicker?? - probably the Waterat has a slightly better shape for light air than the Rondar and the high aspect boards also would be at their best when it's light.

The Brits and Europeans generally had their stays up around or slightly above the spinnaker exit. One feels that Upton-Brown and Pinnell (plus a few more Brits) would have enjoyed more pressure.

Most boats in the top 10 were using Kevlar mains. The only advantage I can see is weight, but the kilo or so difference is not the reason they were in front. I think they just had bigger budgets (or egos), because the Kevlar will certainly wear out first.

Generally all the guys in the top 10 had controls for just about everything. I've never seen so much spaghetti! The top guys seem to know how to use it. I think however they put a lot more hours on the water against good competition than the Aussies.

Unfortunately I think we need to follow this trend. These guys are squeezing a bit more out of their boats when it really counts. I'll be working on Mike to put on adjustable jib fairleads to replace the in-out tracks we currently use when the boat gets back (at least I'll have something new to play with on my end of the boat!)

*See you all on the water! Geoff Lange*



## 1999 505 WORLD CHAMPIONS HOWARD HAMLIN AND MIKE MARTIN

Interview by Jesse Falsone, 505 8643

Howard Hamlin and Mike Martin have finally done it - in convincing fashion, they won the 1999 505 World Championship in Quiberon, France (the 44<sup>th</sup> edition of this event). It's hard to believe that in a talent laden field of 157 boats, Hamlin and Martin never finished worse than second in any race. This event marked Howard's twentieth attempt at a world championship. Hamlin and Martin first sailed a world together in 1995, placing 12<sup>th</sup> at Mounts Bay. Howard placed second in Australia sailing with Cam Lewis in 1996. In 1997, Hamlin and Martin teamed again in Denmark to place third in a light-air world championship. Then, Mike and Howard proved themselves as contenders in the diverse conditions during the Hyannis Worlds, finishing second to Trotman and Mills.

At 46 years old, Howard is no spring chicken, but he's in better shape than most sailors half his age. He's a third generation Californian, which is apparently a rare trait even among Californians. Howard oozes California, sporting surfer shorts, flip-flops, and cool looking shades most of the time (or at least any time I've seen him). Surfing was his first passion, and he still claims that surfing is the toughest sport in the world to learn. However, sailing 505's became an obsession in the 70's. A skilled craftsman, Howard built the famed Hamlin 505 molds still in use today by Larry Tuttle at Waterat. Perhaps that is why Howard remains a steadfast supporter of Waterat. As one of the first fully cored, all plastic 505's, the Hamlin 505 was certainly ahead of its time. Twenty years later many Hamlin 505's are still sailing and are fully competitive.

Howard is a self-professed 'late bloomer' in the 505 class. It wasn't until 1990 that he won his first North American Championship (sailing with Steve Rosenberg). Since then, Howard has won three more North American Championships ('92 with Cam, and '96 and '99 with Mike). The legendary Dennis Surtees is the only sailor with more wins at the North Americans (Dennis won 5 times). Howard has established himself as a 505 sailor for the ages. Quietly, he has been a constant force shaping the class for decades while raising the bar for boats and sailors. It's not surprising that Howard has been recognized internationally as one of the top high-performance skippers in the world. He is now a regularly invited guest at the 18 Foot

Skiff World Championships. Naturally, Mike is the middle man in the skiff. At last year's event, Howard was the first American skipper in 50 years to win a heat. Howard and Mike now train on their own skiff in Los Angeles, and you can bet that they will be a force to be reckoned with at the next skiff worlds.

In contrast, Mike Martin was an early bloomer. Mike grew up in the Annapolis area, but always seemed destined for the left coast according to some of his friends. One accomplished Thistle sailor in Annapolis spoke of Mike as the best young sailor he had ever seen. Mike crewed on the winning Thistle Nationals teams in 1982 and 1984. He then went on to claim All-American status at Old Dominion, a Collegiate Single-handed Championship and a Laser North American Championship. An intense Olympic Finn campaign ensued where Mike's lightweight build forced him to wear about 40 pounds of weight to stay competitive. Perhaps he rationalized that getting a job and retaining his ability to walk were more important than the Olympics. Mike has sailed 505's with many great skippers including Jeff Miller and Macy Nelson. The Miller/Martin team finished a respectable 5<sup>th</sup> at the 1996 505 Worlds and Nelson/Martin were 2<sup>nd</sup> at the 1990 505 North Americans.

Like Howard, Mike likes to tinker - a perfect trait for a 505 crew. He designed and built many of the systems in use on Hamlin/Martin 505s. Mike's pole launcher system works flawlessly, just don't be anywhere near the aft end of the pole when it releases! Mike is also a big believer in cascading purchase systems to reduce friction. Their new Waterat (not the boat used to win the worlds) is a treatise on efficient purchases. Mike has also been instrumental in the design of the new Waterat tack fitting made by Larry Tuttle. Together with Larry, Mike did much of the technical design work for the custom Waterat foils. A short design article on these high-aspect foils was published by *Sailing World* a few months ago, but we're hoping that a more complete description is made available to *Tank Talk* in the future. The top two boats at the Quiberon worlds used the Waterat Custom Foils (the ones used by Mike and Howie were slightly different than the foils used by Andy and Benny).

After speaking with Howard and Mike, I now have a clear understanding of why I look at their transom so often on the race course. This team has a depth and inten-

sity rarely seen, and they have worked hard for several years to develop the skills they possess. In my opinion, they are also the best prepared 505 team in the US, and probably the planet. Howard and Mike are focused empirical sailors. They devoted an immense amount of time under controlled conditions in order to wring out every ounce of speed from their boat. By contrast, Trotman and Mills gave the impression of a less calculated approach to their training and racing. Although Nick and Mike trained with other boats extensively during their campaign, none of their tuning partners had exactly the same set-up. Instead, Nick and Mike relied on developing a superior feel. In either case, these world champions share a fervent desire to win, an unparalleled commitment to the program, and a belief in themselves.

**When we spoke at the North Americans in Corpus, you both stated that winning a 505 World Championship is incredibly difficult. How, then, with the largest 505 Worlds fleet in history, did you make winning look so easy this time around?**

**Howard Hamlin** - It looked easy because it was not too shifty and for the first time we had really good speed in all conditions, up and down wind. We have always been very fast up wind in moderate air and I think we were actually just a little slower this year. The big difference this year was that we were finally real fast on the runs and reaches. Typically we rounded the weather mark about 7th or 8th and then sailed through the fleet on the off wind legs.

Other than the very crowded starts or the fear of getting taken out by some novice at a start, the size of the fleet did not make much difference. Since it was not very shifty, all the fast guys would round the first mark well which put a huge premium on down wind speed, where we excelled.

**Mike Martin** - It looked easier than it really was. Our scores of 2,2,2,1,dns made it look like we walked away with it. The truth of the matter is it was very close. After 4 races Ben and Andy were only 4 points behind us, and they had rounded the weather mark first in 3 of the 4 races. We were quite nervous that our own tuning partners were going to beat us. Subsequently, the next two races were cancelled and the regatta was over for us. We did not have to sail the last race, the young bucks finished this race 6th giving the illusion that we had a huge lead



## 1999 505 WORLD CHAMPIONS

**Howard, after about 20 years of trying, you finally won the big one. After coming so close to winning this event in the past, do you feel a sense of redemption and relief?**

**HH** - My immediate reaction was elation followed by relief that a huge burden was off my shoulders. Especially given that we had put such an organized effort into it the last 3 years. In the early years I never put much time into it. I just sailed a few West Coast regattas and went to the Worlds each year. There was no feeling of redemption because in the past I never felt like we deserved to win. But this year was different because it was the first year that I felt we were fully prepared and that we could win. It was real rewarding to see that all the organization and training with our teammates paid off.

The best part and most surprising thing about winning was the reaction from everyone when we returned home. Everyone I know is so excited about our win. I had no idea how many people were pulling for us.

**I heard that your victory speech in France conveyed a great deal of joy and emotion. What was said?**

**HH** - Obviously, the moment was pretty exciting and I said something to that effect. Here's what I remember saying: First and foremost I gave Mike the credit for recognizing and convincing me that the dream could be a reality if we just trained and raced more. I thanked Mike for his complete dedication and his more than 50% contribution to the entire campaign. I thanked Julie for her support and willingness to have me spend so many hours at it. I never knew how important it was to her until I saw how excited she was when we won. I thanked all our training partners back home and those that were there, Andy Beeckman, Ben Benjamin, Dan Thompson and Andy Zinn. I mentioned it was this training that got us fast on all points of sail in any breeze, and pushed over the top so we could win. I mentioned the sentimental aspect of winning on exactly my twentieth worlds and that it was real rewarding to be the first to

win in a boat out of the molds I built over 20 years ago. Lastly, I thanked all the competitors we have gotten to know and befriend over the years and the tremendous support and encouragement we felt from all of them.

**This is the first world title for a Waterat 505, built from your very own hull mold originally used to make the Hamlin 505. Some people thought you were crazy to again buy a new Waterat this year with Rondars consistently winning world titles for over a decade. Given the track record, did you ever have any doubt that a Waterat could win the worlds?**

**HH** - When we ordered a new boat, it never occurred to me to buy anything other than a Waterat. Keep in mind that we won it in our 'Europe' boat, a 10 year old Waterat that I bought from Dave Shelton and Bruce Edwards 5 years ago. I have never thought that Rondars are any better. The only real difference is that Waterats are stiffer and made from epoxy/honeycomb so they might be a little lighter in the ends and most important, they last longer.

**MM** - We never considered anything else. We did not want to make that big of a change, and a Waterat will last forever.

**You have been working with Jay Glaser at Ullman/Danger for a long time on the 505 sails. This has been a great benefit to your team, but also the entire class in the North America. Can you comment on your long-term relationship with Jay?**

**HH** - Jay is the best sailmaker I have ever known and is a very important part of our 505 campaign. I have been working with Jay on our sails for over 20 years. He has patterns and records on nearly every sail he has made for us. He has an incredible ability replicate sails exactly. His attention to detail is incredible. He always has an open mind is always ready to try something new.

**Howard, what does Mike do best in the 505?**

**HH** - What Mike does best is that he good at everything; boat handling, boat speed, boat work, organization, designing new systems, tactics, calm, protests, goal setting, creative, open minded, strategy and always willing to make the time and financial commitments.

**Mike, what does Howard do best in the 505?**

**MM** - It is certainly not hiking out. Seriously though, Howard is great to sail with. He has a great disposition, he likes to have fun and most of all, Howard likes to win. If I had to say what he does best, it would be making sure that the boat is set up properly. After sailing 505s for 20 years, he can immediately set up the boat to be fast in any condition. Additionally he can quickly recognize when the boat is not set up right and make the necessary adjustment. Sometimes these changes are only quarter inch adjustments in the ram or rig tension, but it is the difference between being twentieth or in top five at the weather mark in a worlds fleet. When your boat is fast everything else is much easier.

**You guys seem to have great chemistry. Is there anything you don't agree on?**

**HH** - No question the chemistry is good. We spend a lot of time together sailing 505's,



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## 1999 505 WORLD CHAMPIONS

18's and snowboard/skiing so fortunately we get along well.

There are plenty of things that we don't always agree on. We think that it is good to think different. It is a check and balance system. If we thought the same we would be making the same mistakes. I think we have a lot of respect for each other and value the other's opinion. The key is having an open mind. Here is a simple example of what I mean; we might each look at a sail and one might think it is too flat and the other says it is too full, our response is typically, "Well then it must be just right".

**MM** - There is plenty that we do not agree on. For example we had a major disagreement on the color of the new boat. Howie wanted dark green with a stripe and I wanted aqua with no stripe. We could not agree so we just got it the same as 7771.

**Can you comment on how you practiced with a tuning partner?**

**HH** - Our training program is what made the difference. Several years ago we started to recruit the best sailors we could find like Dan Thompson, Andy Beekman, Ben Benjamin, to add to our local fleet of Rob Waterman, Bruce Tilley. These guys all have fun training with us and were really excited about our win knowing that they all had contributed.

Last year Andy Beekman and Ben Benjamin needed a boat so Mike sold them his boat. This was important because they had always been really fast, especially down wind and we needed them in a good boat to push us. That is the only reason we bought the new boat. We share all information and calibrate all boats the same. If one boat is consistently slow we'll swap drivers or crew to identify differences.

In spring and summer we train every Tuesday night and maybe one day per weekend. This year we had Morgan Conner from the U.S. Sailing center out coaching on Tuesdays. He would set a course with regulation 55 degree reaches. Even though he had no 505 experience he could observe differences in sail settings and crew technique.

We think its best to train with 3 to 4 boats. Without a coach, we would typically go up wind for 1 1/2 hours and reset up on opposite tacks every 3 minutes. Then race downwind home.

**MM** - This was, without question, the one element of the program that resulted in the biggest gains. Our tuning partners and practice program over the past few years has enabled us to work on weaknesses and

fine tune our strong points. Our group has different sailors that are fast in a variety of conditions. This means that someone is pushing you all the time. We had a completely open line of communication between everyone, and everyone gained from it. I would like to thank Andy Zinn & Dan Thompson, Ben Benjamin & Andy Beekman, Rob Waterman, Don Smith, and our coach Morgan Connor, for coming out on all those Tuesday nights. Without the support of these guys, we would not be World Champions. The practice format that we used this year was different from past years. This year we had our coach boat set up a triangle course. Half the beat we would do only speed testing, the second half we would do regular racing. We would regroup at the weather and leeward marks and discuss who was fast and what they were doing. Morgan would observe boat setups and techniques from the coach boat. Back on shore we would have a quick meeting to recap what we learned that evening. We sailed 7 consecutive Tuesday nights, and regattas on the weekends. This may sound like a lot of effort, but it was not so difficult. We all have jobs and we were all able to make every session. I can not stress enough how important this practice was in achieving our goal of winning the worlds. **Howard, few 505 sailors win a world championship at your age. What is the Howard Hamlin formula for longevity in the 505?**

**HH** - I could not find a better boat to sail so I just kept sailing the 505. The beauty of sailing is that you get better with age. You know a little more each year. So I guess that motivated me to keep going. And what a great way to meet interesting people, travel and see the world!

**Mike, you and Howard are the most meticulous 505 sailors I have ever seen. You're level of boat preparation is unprecedented. Every system on your boat has been thoroughly designed and tested. What is not apparent is how you prepare your mind and body to compete at such a high level. What is the Mike Martin formula for Zen and the Art of 505 Sailing?**

**MM** - Believe it or not, I do not have a set theory in these areas, but I'll give it a shot anyway. Lets start with physical. The good news is that to be a world champion crew you only have to be in good physical shape, not great. You only need to be in good enough shape to get around a worlds course and complete all of your tasks without fatigue getting in the way. Physically, this is a much smaller challenge than win-

ning the Tour de France, for example. Most of my gym time focused on weight gain. It was my goal to be 200 pounds, and that is what I got to for the worlds. In terms of endurance, nothing is better for 505 sailing than 505 sailing. It works out the correct muscles and makes you a better sailor at the same time. An occasional jog does not hurt either.

Mental preparation is not something that I knowingly control. I think that is a constant frame of mind. Once we decided that we really wanted to win the worlds, it was a goal that we constantly thought of how to achieve for years (in Howard's case, obsessively). The only pre race tip that I can give is to start thinking about the race as soon as you get to the boat park, not just after the warning signal goes off.

**Mike, here's a free plug. Describe the differences between the Martin foils and the standard Waterat foils. Do you think your foils will prove to be more effective over a broad range of wind conditions? Are there any design changes in store for Durban?**

**MM** - The biggest difference between our blades and the standard Waterat blades is aspect ratio. Simply put, the new blades are longer and skinnier than the standard blades. Theoretically, this gives a better lift to drag ratio. I wrote an article in the March 1999 Sailing World that describes in detail the differences. We think that these blades are slightly better in all conditions except light and choppy. As for future developments, we don't have any changes planned now, but we have a few different versions to test over the next year. We will probably know more then.

**Howard, to my knowledge, the teams in Los Angeles have been more focussed on improving the performance of the upper echelon. Recruiting fast sailors has been the priority, and you have been successful in developing world champion caliber competitors. Will there more focus on recruiting less advanced sailors in your area in the future?**

**HH** - When I look back over the 25 years I have been sailing 505's it is clear to me that the better sailors stay in the class and the novices come and go. The more advanced sailors appreciate the boat and stick with it. The novices get frustrated and quit. We lost several local boats to novices who have not shown up for one regatta. We promote to a much wider spectrum than you might think. There are plenty of sailors that given good equipment and all our numbers can go as fast as we can.





## 1999 505 WORLD CHAMPIONS

Mike, you mention that Howard was obsessive about winning the worlds. Did he dream about it? Does he constantly fidget with the boat? Did he drag you out to practice more than was necessary? Was he on the phone with Jay Glaser all the time talking about the sails? Give us some specific examples.

MM - I have no idea what Howard dreams about. I don't go there, but yes, he constantly fidgets with the boat. Every major event he makes a fixit list. These lists are sometimes multiple pages. This can get to be annoying, but you don't often see us DNF due to a breakdown, do you? As for practice, there is no such thing as more practice than necessary.

Howard is always on the phone with someone about something. My guess is 30% of the time it is about sailing.

There is no argument that Howard is obsessive about sailing, but I am not far behind him, we usually talk at least once a day about some aspect of sailing. If you want funny obsessive stories about Howie, ask his wife Julie. She has got some good ones.

Howard, many people who know you describe your desire to win as an obsession. Is this a valid statement? If so, what types of behavior would some people consider obsessive?

HH - Up until the last couple years, I always approached sailing just like everything else that is important to me such as business, surfing, skiing, snowboarding, maintaining my house/garden and my relationship with Julie. However a of couple years ago Mike convinced me that if I wanted to win we had to sail more, so I moved sailing up to the highest priority. Some people might call that obsessive.

Mike, by most accounts, you guys were the fastest team off the wind. I had the opportunity to watch you sail in after winning a race at the Hyannis worlds. You were still working the boat as though you were racing, and I noticed how smooth and coordinated your efforts were in the waves. Have you consciously worked at becoming proficient off-wind sailors, or has the feel just developed naturally over the course of time?

We used to be slow downwind, so we focused on improving on this weakness. We did lots of practicing, trying different things and soon we were very fast downwind on the wire. However we were still slow downwind sitting on the tanks, and did not know why. Then Benny and Andy came out one day first time in a 505 in some borrowed boat and smoked us downwind. At first we were discouraged, then we realized they were a golden opportunity. We did everything we could to get them into our fleet. I even sold them my boat at well under market value to ensure they had the best equipment. We agreed to share information openly and to work together. As a result we were the fastest boat downwind this year. Our plan almost worked

too well since they were the fastest boat upwind, rounding the first weather mark in the lead 4 of the 5 races. We were quite worried about loosing the regatta to them! Mike, what's next for you? There have been some rumors that you intend to be the first-ever sailor to win the 505 worlds as a skipper and a crew.

MM - What is next for me? I figure retire from sailing, move to Wyoming, get married, and raise a family. NOT! Yes, the rumors are true. You can't be a stud your whole life. I am going to put on some panties and try driving for a while. I have learned from the best, so we will see how I go. Howard and I will still be a team in the 18 foot skiff. We have recruited Andy Zinn are training for the worlds in January in Sydney. It would be nice to win that one at some point as well.

Howard, now that Mike is moving to the back of the boat, have you thought about whom you might team up with next year? I assume we haven't heard the last from Howard Hamlin!

HH - Cam Lewis and I have already committed to sailing the next Worlds in South Africa. I have worked too long to get to where we are now, so there is no reason to quit. Although having won the Worlds will allow me to focus more time and energy on our 18' skiff campaign.

What advice would you give to a young, aspiring world champion just beginning his/her 505 career?

HH - Keep trying, keep an open mind, keep asking the fast guys questions, make the 505 a priority, have other interests, sail every regatta, focus on your weaknesses, sail with people better than you, sail with different people, don't give up, and most important, keep sailing the 505 it is the best boat in the world.

MM

1. Wear sunblock
2. Sail in college
3. When you first start sailing 505s, sail with someone who has some time in the boat. They can teach you how to set the boat up and all the little tricks.
4. Don't try and reinvent the wheel. Just use what gear the fast guys are using. Leave experimentation with new gear to idiots like us.
5. Most important, PRACTICE! Nothing is better than time in the boat.
6. Have a good time. Remember that you are doing this for fun.

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## REGATTA REPORTS

### Hoover Spring Regatta May 15th/16th 1999

The Midwest's season opening regatta was held at Hoover Reservoir in Columbus, OH over the weekend of May 15/16th. This regatta has been known for conditions of all kinds over the years, and this is probably the tamest outing this regatta has seen in quite sometime.

Winds were in the 10kt range on both days, sometimes down and sometimes up. The wind held somewhat steady out of the south-east for both days. But this direction led to some interesting directional changes near the windward mark, with the air coming off land/trees/cliff near that mark. This proved 'interesting' for some boats, especially two boats that unexpectedly capsized near the windward mark in the first race. I believe both boats augered in to weather, and capsized quite close to each other.

Playing the shifts and constant attention to the course once again played a major factor. This was very noticeable from this sailor's perspective in one race, in which we were in 2nd place coming into the first mark, capsized and dropped to last, and by the 4th leg we were back in 2nd (only to drop to 4th again...argh!)

Ki Kaiser and crew John Badtke had a pretty strong hold on third place at the end of racing on Saturday and appeared to have it locked up. Unfortunately, Ki had to drop out on Sunday due to trailer problems that needed to be tended to before hitting the highway back home to Chicago.

Graham was once again nearly bullet proof with the return of longtime crew Mark Koenig, losing just one race to Ki and having a bulletthrowout. Very impressive sailing! Put two guys back together who have sailed together for more than ten years, and hoooo boy are they fast!

Racing was tight across the board with all boats showing strong finishes in various races. Every position from 3rd to 7th was decided in the last race. Every boat had at least one top three finish. Jim and Dave were both trying out new crews.

Of note: With great relief I wish to report

that I was not starboard tacked by any ducklings this year! (this lent new meaning to the phrase "ducking" last year)

A great big **\*\*\*THANKS\*\*\*** to the committee and volunteers who assisted in putting this regatta on. Hoover Yacht Club is always a great placeto sail out of, and these people always make it wonderful.

Another interesting note: Driver of US-6660, Barrett Rhodes is 14 years old. He's been sailing 505s for three years now. Starting from the last weekend of April through the first weekend of June, Barrett has sailed a regatta every weekend. Whatever boat he has been on has finished in the top three every weekend, whether it be 505s, Thistles, or what have you. Keep your eyes on this young man.

*Geoff Cashman*

### Go for the Gold Regatta

One 505 made the drive east and uphill to Scotts Flat Lake, for the Gold Country Yacht Club's 18th Annual Go for the Gold Regatta. Ooops, looks like we should have checked with the fleet beforehand.

Greg Sorrells and Aaron Ross sailed Willie Dynamite in a 9 boat open centerboard fleet. Temperature in the 70's, wind in the 1's. The only Thistle, sailing double-handed, gave Willie D all kinds of fits. It's a great light air boat, and we only managed to get in front of her when the wind kicked up to about 8. Greg found his 210 pounds on the wire for about 2 seconds. Despite being off the water by the time the next boat finished, we still only managed a third under the Portsmouth system. Ouch.

On Sunday, our brand new forestay pulled through it's press fitting, and we got an early start on traffic. Luckily there was no wind (I hate to write that), and our mast stayed up.

The GCYC did a great job organizing the regatta, there were plenty of camp sites reserved for the regatta, and the steak dinner was worth the \$10. If we decide to do this regatta next year as a fleet, I suggest staying away from the baked beans, unless your tent in staked down. Greg needs his own tent for Huntington.

We got much needed roll tack practice, and the High Sierra Regatta at Huntington should be much better.

*Aaron Ross - #7155*

### Richmond regatta report

The Richmond regatta was sailed in a variety of conditions ranging from 0-20 knots. Great sailing in mostly fully powered up conditions. The first race started out in about 5-8 with the left side being favored. The young buck came away with a win in this race as he started out left and worked his way out in front by the first mark. The second race started of in a little lighter conditions which died throughout the race. At the leeward mark it had completely shut off with 5 boats vying for the win. As the breeze died and the fleet condensed, one lone boat went right while the other top boats went left, which was where the breeze was coming from the whole day. Well, the breeze shifted from west to north as it filled back in; you can do the math from there but I want to congratulate Jeff Miller for rolling his lucky dice and coming out in the lead. The breeze continues to fill as the next race started in about 15 and picked up to 20 at the end of the race. The breeze was on which made challenging, impossible to carry the chute on the second reach. As everyone doused, the Santa Cruz boys were in the lead and there to stay. After the race a few boats stayed out for a killer heavy air tuning session. Thanks for all who stayed out. The next day started early and the conditions stayed the same all day, about 10 knots of breeze, fully powered up. The breeze was a little more shifty this day where it wasn't always favored to bang a corner, except the first race when the Martin/Bordow team came out of the left corner (the skipper/crew team had too much talent on their boat, who was driving again). Anyway, Robin rounded first and hung on to first until the San Fran current allowed Martin to sneak in there at the leeward mark, giving him the first. More good racing to follow with a Worlds course for the next race. The young buck team fended of Martin/Bordow to take the win. This set

the stage for the last race as it was close, within a point, to see who won the series. It promised to be a good last race and it was! Seven or eight boats were within 5 boatlengths coming into the last leeward mark

BOAT	SKIPPER/CREW	1	2	3	4	5	6	7	8	9	10	TOTAL
US7685	GRAHAM ALEXANDER/MARK KOENIG	.75	.75	.75	.75	.75	.75	(2)	.75	.75	(.75)	6
CAN7605	RENKA GESSING/ADAM GESSING	2	2	(6)	2	3	2	(6)	2	2	4	19
US6660	BARRETT RHODES/ GEOFF CASHMAN	4	5	4	(5)	2	(5)	4	4	3	2	28
US8265	JIM TUTEN/NATHAN	(7)	3	2	4	5	(6)	3	5	5	5	32
US8600	KI KAISER/JOHN BADTKE	3	4	7	3	4	3	.75	DNS	(DNS)	(DNS)	32.75
US7347	PHIL TERMIN/SUSAN GILLE	5	6	3	(7)	6	(7)	5	3	6	6	40
US8624	DAVE STETSON/PETE FREY	6	7	5	6	(7)	4	(7)	6	4	3	41



## REGATTA REPORTS

with Eric and Wendy winning. Martin was second but tried to squeeze in there at the mark, whoops-current, and ended up hitting the mark. Ooops! Maybe not

SAIL #	SKIPPER/CREW	R1	R2	R3	R4	R5	R6	TOTAL
7771	ANDY BEECKMAN/ GRAHAM SHELTER	1	2	4	5*	1	3	11
771	MIKE MARTIN/ STEVE BORDOW	3	3	2	1	2	5	11
7201	DAN THOMPSON/ ANDY ZINN	2	7	5	4	7	1	19
8680	BRUCE EDWARDS/ DAVE SHELTON	4	5	1	6	4	7	20
8681	ROBIN BROWN/ JOHN FRY	6	4	7	2	3	6	21
7873	NICK ADAMSON/ ALLAN NORMAN	8	6	6	3	5	2	22
7875	JEFF MILLER/ CHRIS HANKE	5	1	3	7	6	8	23
7156	DOUG HAGAN/ TURK WILSON	7	8	9	8	9	9	39
6983	ERIC WILLIS/ WENDY HEGBOY	9	9	8	11	8	4	36
6665	REESE JONES/ NAIM BUSEB	11	11	11	9	10	10	51

enough tiller time -eh Martin. (The eh- was for all the Canadians who raced) With a tight race at hand the rule-abiding fleet made sure Mr. Martin did his circle and the race was on. The young buck was ahead at this point but only just ahead and he needed to put a boat in-between him and Mr. Martin. A few well placed tacks and a little help from Mother Nature (and a flogging jib) and the series was won. I'd like to thank Richmond YC for hosting a splendid event, all the travelers who made it and all the competitors for making it such tight racing. Remember, the Stanford regatta is in late June; So all those who aren't going to NA's or the Worlds have no excuse not to show up! You don't want to be on my Lame excuses column for that regatta- TRUST ME! Seya,

*Andy Beeckman*

### Whidbey Free Regatta

The 3rd annual Whidbey Free for all really lived up to its name. Five teams showed to do battle with the currents, heat and a bunch of Lido 14's in the way. Racing got off to a late start, waiting for the little breath of air to turn from the southeast to a north-westerly. In the light wind the races were short so everyone had an opportunity to excel, there was no team dominating the course. As the afternoon progressed the westerly winds filled in enough for the lighter teams to get a short trip to the wire. A very short trip, for the west wind blew itself out. When all was said and done there

were 9, yes 9 short races run. At the end of day one Paul/Scott jumped out to the lead followed closely by Paul/Rebecca and Peter and Stewart.

gusting to near 20kts. As race time grew near only 3 teams decided to hit the water. Peter/Stewart sailing 8548, Paul/Dick in 4019 and Paul and Larry in 8559. The rain let up and the wind remained steady for the next few hours leaving the getting wet to be the fault of the drivers/crew.

Racing continued to be fast and furious with all the teams finishing within seconds of each other every race. I don't know if it was due to being tired or if the winds were increasing for the final 2 races. Paul and Larry decided to swim while rounding the jibe mark. This left a wide open slot for Paul and Peter to sail right by. For some odd reason the final race was almost a duplicate of the one before, with the same swim at the jibe mark happening until Paul/Dick decided to follow the lead of Paul/Larry with a swim of their own. This gave the final race to Peter/Stewart.

Many thanks to the folks who traveled to make this regatta and to Craig and Paul who brought out Parker # 7182 for the first time. They will definitely be an asset to the NW 50's, not to mention a tough team to beat.

*Paul Von Grey - US 8559*

### Santa Cruz Regatta

This years Santa Cruz regatta was not the typical 'blow the dog off the chain' Santa Cruz. Unfortunately it was light to medium both days. The first day didn't blow above 10 knots with little swell but quite choppy. With the stellar race committee had the pin

BOAT #	SKIPPER/CREW	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
8559	PAUL/SCOTT/LARRY	4	3	1	1	3	4	1	2	1	1	1	2	2	3	2
4019	PAUL/REBECCA/DICK	3	1	4	3	1	1	3	3	3	2	3	1	1	1	3
8548	PETER/STEWART	2	2	3	2	2	2	4	4	4	3	2	DNF	3	2	1
6291	TIM MOSER/JASON CLARK	1	4	5	5	4	5	2	2	1	DNF	DNF	DNF	DNF	DNF	DNF
7182	CRAIG/PAUL	DNF	DNF	2	4	5	3	5	5	5	DNF	DNF	DNF	DNF	DNF	DNF

The next morning turned out to be a 180 degree switch from the previous day, rain and winds was favoured which proved to be a good place to start as the left side also was favoured. Three races were held this day and a good time by all. The fiercely competitive fleet once again exchanged bullets as many different people were up at the top and a lot of good guys still not far behind. Often the weather mark had the leader and the last place boat within 30 seconds of each other. The after racing talk brought up good points about boat tuning and what the top guys were doing to go fast all around the course. Sorry, NO free beer. The second day started off with a little more breeze and picked up to about 12 or so. The really flat water made is easier to figure out what side of the course was favoured and put an emphasis on boat handling and raw speed (doesn't it always). Mike and Howie won every race this day with solid first beats and breakaway boatspeed. What can you do against that? I want to thank the SCYC, and Dave Wahley for putting on another sweet regatta and Bruce Edwards and West Marine for supplying the trophies. Also to everybody who showed up; great turnout. Let's get fired up for Richmond where there really will be some breeze, hopefully, and drag your friends out to enjoy the racing.

*Andy Beeckman*

1. Mike & Howie 9
2. Dave & Bruce 22
3. Jim & Jeff 24
4. John & Robin 28
5. Andy & Danny 28
6. Jay & Jim 34
7. Graham & Andy 35
8. Kirk & Doug 52
9. Wendy & Eric 53
10. Greg & Aaron 65
11. Alex & Tom 69
12. ? & Ted 70
13. Dan & Steve 75
14. Everet & Bailey 76
15. Tim & Reese 80



## 50'S FOR SALE IN NORTHAMERICA

*Hull Number; Builder; Bags or launcher?; Mast; Sails; Blades; Covers; Asking Price; Owner; Home no; Office no; Trailer?; Location (State/Province)*

### Classic 50's, Good for starters!

USA 2789; Johnson; project boat: hull excellent condition, needs wood deck/trim refurbishment and hardware update. \$875 includes trailer and 2 sets of sails. Travis Cowan, call/fax 803.781.1145

USA 3353; Parker; bags not specified; Proctor; sails not specified; standard blades; covers not specified; \$500; Robert; 408 971-3821 (phone number apparently disconnected, does anyone know the status of this boat?); trailer included; CA

USA 3386; Parker. Mast bent below deck, old sails, CB, rudder, etc. good. Trailer (has hub problem). J.P. Thomas 703 761-4984. Inexpensively priced for someone who is willing to give this boat a little TLC and get it back on the water. Asking \$300. McLean VA

USA 3774; Parker, launcher; good mast; two rudders, one wood; some sails. Needs lots of work, but good hull. Trailer and boat are registered. \$450 (707)965-3705 eves, (707)965-1246 office. Ask for Dana Kirkpatrick. Northern California 1/2000

USA 4439; rare 1973 fiberglass Simonds with teak rubrails, white hull with light blue side tanks; launcher, Proctor D Mast; Murphy and Nye sails; trapeze harness; original blades; no cover; including Holsclaw trailer, good shape but needs some rigging work. Asking \$1100; Malcolm Boyd; (856) 797-1719 mboyd@TandemEngineering.com (856) 797-0322 fax. Located in suburban Philadelphia (Medford, New Jersey). (7/99)

USA 4524. Built by Holt Allen West (only 5 made). This boat is an early example of a composite hull (unknown type but it has a diamond core material in the layup). Launcher boat, fully functional and rerigged. Boat has original foils in it now. Also includes an old Rondar board (needs repair) and a rudder blank patterned on Rondar rudder. Proctor D Mast (I think), 2 complete sets of sails, extra hardware. Asking \$1,500 with trailer (obo by July 15). Randy Beck, home: 757-463-7337, work: 757-490-1601, email: rbeck@metlife.com. Location Virginia Beach, VA. (7/99)

USA 4529, Rondar '72, launcher, Mast unknown (has Olympic rings metal decal near base), Two mains (not new, but not original), jib and fairly new chute. Trailer.

Located in Newport Beach, CA, \$1,400.00, Wayne at 949.645.1166 or [wsharve@pacbell.com](mailto:wsharve@pacbell.com) (8/99)

USA 5691. Rondar? It's got sails, rigging, trailer, but no rudder or tiller. It also has a quarter-sized hole in the topsides. The boat is in San Francisco. I'll take the best offer. Tom Quigley at [tquigley@pacbell.net](mailto:tquigley@pacbell.net) 12/99

USA 6294, Ballenger Launcher for sale. Good starter boat raced this year actively in Richmond, Redwood City, and Santa Cruz. Boat has new halyards, sheets, access ports, tiller extension, many cam cleats, stainless fasteners, backing plates for spinnaker blocks. All tank fittings resealed with silicon. Rebuilt headstay magic box. Boat was "brought back to life" after several years of non-use from previous owner. Performs better in heavier breezes. Slow compared to fleet in light air. Elvstroms need re-sealing. Planning on sleaving mast at spinnaker turning block after breaking mast there. 1 set of sails. Other sails, trailer, and mast repair negotiable. \$1500 obo. Boat in Palo Alto, CA. Contact Bailey White at: 650-960-5324 work, 650-327-5997 home. 11/99

### Decent Used Racing Boats, The Next Step Up

USA 7155; Ballenger Launcher; Full klegecell core, S-glass and epoxy. Ballenger spar. Waterat rudder, custom CB. Dual spinnaker pole system, Schaeffer boom. Garaged 18 years, stiff, solid and tough. Recently weighed. New 18:1 vang, new spin sheets, new spectra halyards, new spectra trapeze wires, new outhaul, new forestay, new ronstan cleats. 2 sets of sails, extra poles, top cover, trailer. Very clean. This is a very good boat to get into the fleet with. Boat is in Santa Cruz. \$4,000.00. Aaron Ross, 831-426-9219 or 831-464-2645, [aaron@driveworks.com](mailto:aaron@driveworks.com) 12/99

USA 7839; Parker Type 24 (Composite); Low Mileage; bags, Proctor D, many sails (mostly North w/older Hood); gybing CB, Lindsay Rudder, Bottom & Top Cover, Trailer & Dolly (custom combi). All woodwork refinished spring '99, most systems re-rigged. Boat is in excellent shape. \$4,000 takes it. Race ready and available in Mamaroneck, NY. Ted Ferrarone: (914) 381-1227 (H); (212) 214-0190 (W), [Ted.Ferrarone@GMACCM.COM](mailto:Ted.Ferrarone@GMACCM.COM) (10/99)

GER 7860; Parker Model 24 composite (wooden foredeck), Kevlar reinforced; bag boat; Superspar M2 mast; Diamond main; Pinnell & Bax jib & older Alverbank main and jib, 1.5 year old UK spinnaker and 2 other spinnakers; launching trolley; top and

bottom covers; minimum weight, very stiff, new centerboard, fixed rudder, compass, excellent condition, deck professionally refinished 1996. Oliver Ziems Tel +49 381 686 175 (h) or Holger Jess +49 4351 87237 (phone) +49 4354 87137 (fax). Can easily be shipped to North America (approximately \$400-\$500.) Keil Germany.

USA 7988, Kyrwood hull, Proctor D spars, Waterat fins, chute launcher, spinnaker pole system, trailer & cover, many extras. \$5,000 (US) takes it. Ray, (209) 772-9695. Available now. At Stockton Sailing Club. (9/99)

USA 8024, 1987-88 Rondar, 2 sets of foils (one new), 2 Proctor D (one new), 2 suits of sails (one new for '98 Worlds), top and bottom cover, Rapide combi trailer. Will help with deliver, if possible. \$6500. Dave Chatham, 401 789-2847, [dcha1286@postoffice.uri.edu](mailto:dcha1286@postoffice.uri.edu). (1/99)

USA 8073, Parker type 24 launcher. One of the last and best! [Nearly a Superboat! Ed.] As-new condition; kevlar reinforced hull; very stiff and weighs in at minimum weight. Both deck and hull are white. Two 'Bloodaxe' center boards, one fixed (UK style) and one gibing (US style). Two masts, one new, one original (still in excellent shape); both are Proctor 'D.' Several (8-10) suites of sails; one brand new set of North sails used only five times (main, jib, and spinnaker). Comes complete with bottom cover and top cover. The top cover is new. Also Rapide combination trailer and trapeze harness with spreader bar. The boat had a very successful racing career in the UK prior to it being shipped to the US. It comes fully rigged and ready to sail. Asking and expecting \$7,000 for everything. Mark Derry, home: (847) 590 8574, or by e-mail: [mark.derry@tripointglobal.com](mailto:mark.derry@tripointglobal.com) (12/99)

USA 8240 Rondar Launcher Proctor D mast, Milanes & White foils, 5 mains & 7 jibs, Rapide combi trailer, new top + bottom covers. \$6,800 In Rhode Island, Ted: (401) 841-5068 or email: [Bigpermo@aol.com](mailto:Bigpermo@aol.com). (10/99)

CAN 8417: Beautiful 1992 Parker 25, Launcher, Proctor "D", set up from new for Pinnell and Bax "loose rig" sails. Bloodaxe blades. Fast and has all the necessary equipment. Top and bottom covers, Rapide dolly/trailer. Based in Ottawa (no salt water!). US\$6,900. Contact Malcolm McHattie at [McHattM@TC.GC.CA](mailto:McHattM@TC.GC.CA); at home: (819) 827-2935 or at work: (613) 998-1981. For more information jump to [www.igs.net/~rleir/parker/](http://www.igs.net/~rleir/parker/) (1/2000)

*continued next page...*



## 505S FOR SALE IN NORTH AMERICA

### SUPERBOATS

USA 6931 - Lindsay launcher in excellent condition, very stiff, beautiful hull condition and the woodwork is still in good shape. Weight certificate from Worlds 98 has it at 4 lbs over before re-rigging. (2) Proctor 'D' masts, one fully rigged in o.k. shape - new halyards. The other is off of a Parker Lindsay, older, needs rigging. (2) Booms, Shaeffer and Proctor. Racing Sails: Pinnel and Bax Kevlar main, dacron jib, and small chute, used only 6-8 times. Practice Sails: Danger dacron and chute. Lindsay gybing board, redone summer 99, and (2) Lindsay rudders in beautiful shape. Much of the interior rigging has been redone - new control lines and vectran running rigging. Comes with a bottom cover in good shape and an older top cover that needs some TLC. The trailer is a custom made double with a dolly built in - it is truly a great road trailer. Its a great boat, I just do not have the time to keep it up while in the Navy. Asking \$6500 firm. The boat is in San Diego, but will help deliver to anywhere west of Texas - or meet you halfway. Home: (619) 523-8748; E-mail: [sthorvaldsen@earthlink.net](mailto:sthorvaldsen@earthlink.net) - or - [thor@milius.navy.mil](mailto:thor@milius.navy.mil). 1/2000

USA 7151 Lindsay - bag. Race ready and very good condition. Lindsay board and Waterat rudder. Proctor D mast, new Proctor boom, Danger sails including two mains, lots of extra sails, new spin bags. Mahogany deck/tanks stripped and refinished in '96. Top cover, dolly and trailer. \$5500, Geoff Arnold, [garnold@ineto.com](mailto:garnold@ineto.com), 512 306 9641. (9/99)

USA 8610; '96 Rondar launcher, green hull. 1st place '98 Worlds and NA's, 2 masts, pole launcher, gybing carbon board, 2 sets of Ullman sails, new top and bottom covers, Rapide trailer/dolly, simple American setup, used lightly in past year. ready to win any regatta, \$12,500. Contact W Mason, (843) 883-9525, or [wsmason@earthlink.net](mailto:wsmason@earthlink.net). 1/2000

**This is the 505 equivalent of a flea market. Advertise or find those items that fill up the kit, that repair the chariot after the crash, that give you something to put in your toolbox.**

Waterat centerboard, needs minor fairing and repainting. \$250.00 US John Hauser at 410-280-2511 or [Jhauser4@aol.com](mailto:Jhauser4@aol.com) 1/2000

Parker 505 tiller. Selling beautiful lami-

nated wood Parker 505 tiller for Les Everitt. Apparently never used, essentially new condition. For boat with partially open transom or tiller port. \$40. Waterat Centerboard - "Graphite reinforced" Waterat gybing centerboard. Used, but ready to race condition. Should eventually be re-Awlgripped, but is fair, smooth and has no exposed bare wood. New cost \$885, will sell for \$450. North CE2+ Mainsail. High mileage but still usable dacron CE2+ mainsail. New February '98. \$150. North 3DL mainsail. Unique! Built August 1993, 2nd at 1993 NAs. The only 3DL 505 sail in existence. Low mileage, good condition (some tears and patches in foot). Optimal for less-than-full-sized teams. A really neat mainsail. \$375. North AP2 full luff length jib (for all forward tack and some launcher 505s). New January '98. High mileage, decent condition, small tear in front of window at tack. Has telltales and trim line on clews. US \$60. [ContactAliMeller703341-4010\(o\)3019630159\(h\)Emailtoalimeller@aol.com](mailto:ContactAliMeller703341-4010(o)3019630159(h)Emailtoalimeller@aol.com)

Moving! I need to clear out some space and some great stuff that I cannot travel with - Lindsay Rudder, glassed, and shot with Awl Grip 454 primer - Beautiful Blade! \$150.00; Lindsay Tiller, only 5 years old - beautiful woodwork, fits the rudder \$50.00; Lindsay centerboard, non gybing, faired (1999) and shot with 454 primer \$75.00; (2) Shaeffer Booms, ('84, 88) that would be good for starters - \$25.00 ea.; (2) trailer wheels 4.80 x 8 with bearings - new - \$15.00 ea.; (1) trailer spare 4.80 x 12 new (4 bolt); Complete Proctor 'D' mast, fully rigged for a Lindsay Launcher, New halyards this season, new trap cleats, new adjustable spreaders, 180 deg Harken launcher swivel, Shaeffer Boom in good shape. The mast is older, but still competitive, slight repair just below deck level where halyards have cut through. Yours - \$500.00 - Shea Thorvaldsen, (619) 692-9708, [sthorvaldsen@earthlink.com](mailto:sthorvaldsen@earthlink.com) [crwddg69@cnspsan.navy.mil](mailto:crwddg69@cnspsan.navy.mil)

I have 4 extra sails that I'm interested in selling. I got them when I bought my 505. Here are the details: 1 Macken sail (1972) - no rips, but quite worn; 1 Murphy & Nye sail (for a Lightning) - also no rips, but well worn; 1 Banks sail - same as above; 1 Hood sail - same as above. All these sails are

for the 505 except for the Murphy & Nye sail. These sails would not be suitable for racing, but perfect for a beginner needing sails. I would be willing to trade for a jib or chute. You name the price, (I'm not quite sure what these sails would sell for.) Open to offers. Brahm Thexton ([Skipper\\_16@hotmail.com](mailto:Skipper_16@hotmail.com))

I have some very good sails I would like to sell: 1. Mainsail One Design Australian, Formerly a Hamlin Sail. Used very little. In great shape. Not your typical used Main. \$175; 2. Danger Jib used by Bruce Edwards and Dave Shelton in the 1993 worlds Still in good shape. \$40; 3. Pattison Spinnaker Good Shape \$45 All 3 sails for \$220. All of these sails are raceable and Main is Awesome. Thanks. Chris Takacs, hm: 508-620-9483, wk: 800-666-4368 ext. 238 [ctakacs@dmsharp.com](mailto:ctakacs@dmsharp.com) (9/99)

2 Harken 125mm Magic boxes, brand new. Never mounted. \$50 for the pair. Contact: Eric Kortman [kort@alumni.princeton.edu](mailto:kort@alumni.princeton.edu)

Pinnel and Bax spinnaker (1997) never flown. Will sell today, \$600 Henry McCray, 843 971-0982 or 843 588 0023 (1/99)

Proctor D mast (good shape), with a gooseneck fitting ordered from England for \$80; Epoxied mahogany centerboard (very good condition, needs another coat of varnish.); Harken mainsheet block (1 year old). Will Elmer [willelm@jetcity.com](mailto:willelm@jetcity.com) Pacific Northwest

3 Harken Magic Boxes - 8:1, 5" travel. Excellent condition. \$30 each (all 3 for \$75). 1 Harken Magic Box - 8:1, 10" travel. Never used. \$45. Contact Robbie Van Landingham, Email - [SeaLion17@aol.com](mailto:SeaLion17@aol.com)





# REGATTA REPORTS

## 505world TEAM SPOT CRUSHES AMTHORSATHODANNUAL

While over 150 505 teams are battling it out in France, four 505 teams fought hard for honors at the Hampton One Design regatta conducted over July 3-4 in Hampton, Virginia in moderate breeze and searing heat.

Racing started on Saturday in 8-10 kts of breeze and temperatures close to 100 degrees F. Teams consisted of TEAM SPOT consisting of Barney Harris and novice 505 crew Randy Beck for day one, and Jesse Falsone for day two sailing USA 8643, Henry and Doug Amthor in USA 8012, Dave Dussia with Leslie Crane sailing his old parker USA 7793, and new 505 owner Greg Schuster and Bob Mitcheltree in an older parker hulled lindsay.

In race one, Team Spot shot out to an early lead after the start - despite the fact that no one in the boat had a watch. The course was short so short that Spot sailed past the windward mark, thinking it was the leeward mark - giving the lead to local 505 stalwarts Henry and Doug Amthor. Dave Dussia rounded third, and realized they had rigged their spinnaker sideways after hoisting. DOUGH! Very slow. Henry and Doug continued to extend and finished three boat lengths ahead of Team Spot - but wait - no sound signals. Whoops! Neither had read the course before the start [too much booze the night before] and had assumed a modified Olympic course.... With the starting line listed as an obstruction, both teams had to about face and sail back through the line to 'unwind' and so reversed positions, placing Team Spot in the lead. The Amthors passed Team Spot off wind, but were slow on the leeward mark gybe take down [bag boat] allowing Spot [launcher... need I say more] to slip in and take the lead for an upset victory.

Stinging from their loss in the first heat, the Amthors sailed away from Team Spot in race two for an easy victory.

Race three began with Team Spot taking a slim lead over the Amthors, and maintaining for until just before the second windward mark rounding, when Team Spot muffed an attempted lee bow tack and filled the boat with water. The Amthors lead to the finish, although Team Spot closed somewhat.

Saturday's racing was followed with a cookout and drinks at Doug and Sarah Amthor's beach villa. With the oppressive heat and knots, we eventually were driven inside to the comfort of Doug & Sarah's

new over sized air conditioner. Doug, who was quite proud of his new HVAC system, fire-walled the temerature control to 'deep freeze' and converted the interior of his and Sarah's home to an icebox.

The second day broke with similar wind conditions. Team Spot was joined by regular crew Jesse Falsone. In race one, Team Spot jumped out to an early lead, and, having noted the course prior to the start of the race, did not have to unwind from any incorrectly crossed start lines, and won the race going away.

Four races into the five race series and teams Amthor and Spot are now tied, each with a 1,1,2,2 - with one race to go. Team Spot opened negotiations by getting on the Amthors' tail, and attempted to drive them to one side of the startline. However, the Amthors were adept at using the committee and other boats to scrape off Spot and stay within the triangle formed by the port and starboard laylines and the ends of the start line. All boats crossed the line within a few seconds of the gun with the Amthors ahead to leeward of Spot, and Dave Dussia and Les Crane to windward of both. Team Spot was eventually squeezed out and was forced to tack clear - but could not cross Dussia - and tacked into a lee bow position. Dussia tacked to port. The Amthors tacked to port, and, were clearly crossing Spot; Spot tacked to leeward and slightly ahead. Dussia now was crossing on starboard on the layline, and Amthors called for room to duck, hoping to pin Spot out on the starboard lay line. Barney unsuccessfully attempted to tack underneath the Amthors, crunching their starboard side in the process. Dave Dussia rounded first, with the Amthors in second. Team Spot rounded a distant third after completing a 720.

The starting line was an obstruction - which made for interesting strategy up the windward leg - the boat behind could steer the lead boat to a position where they had to pick one side or the other - and the trailing boat could select the other, thus forcing a split, and gaining leverage. Team Spot used this to split with the Amthors, and crossed behind - but closer. The same situation existed off wind, and saw the Amthors and Spot split for the off wind leg. Spot had closed to within just a few boat lengths at the leeward mark. The Amthors matched Spot tack for tack up till the start/finish line, where they had to pick a side - the left. Spot chose the right and when the teams crossed again Spot benefited from increas-

ing pressure on the right and had a narrow lead. With positions reversed, the Amthors were now in control, and split to the right with Spot on the final downwind leg. Spot's luck held however, and the left was favored due to slightly greater pressure. Spot lead by 4 boat lengths at the leeward mark and at the finish.

## South Bay Regatta

And I thought Corpus Cristi was a great place to hold a 5o5 regatta.

Well, Redwood city is all that and more! Women, Yes(Dutch Goose!!!) Breeze, Yes(this weekend 18-30knts), water temp 65f, air temp mid 70s, medium chop, excellent facility, and beautiful No. cal scenery to top it all off. Sat. started off uneventful, yet that is not the word to sum up the day. Basically every thing was cool, and then we found ourselves in 3-4 foot (chop?) and a steady 30 kt breeze. Have you ever heard the expression "Breeze On". But if you werent their, dont worry you didn't miss anything. After all, 5o5s aren't very much fun reaching in 25-30kt breeze.

Sunday mellowed out with a steady 18-25kt. howl, and we were able to finish off the regatta with 6 very memerable races. I would like to Salute Steve Bourdow and his staff for hosting and really fun regatta. I hope that the 5o5 class will incorporate Redwood city into our circuit, as it is truly a great spot for us.

P.S. please keep a close eye on the schedule, as things are constantly being Added and Updated.

*Benny Benjamin*

SKIPPER/CREW	R1	R2	R3	R4	R5	R6	T
1 BEECKMAN/BENJAMIN	1	2	2	1	1	1	8
2 ADAMSON/NORMAN	DNS	DNS	1	1	2	2	24
3 HOGAN/WILSON	5	2	5	5	4	DNS	30
4 KERNER/TILLY	2	4	3	3	DNS	DNS	32
5 SORRELLS/ROSS	3	3	DNS	DNS	DNS	DNS	42
6 REA/PEREZ	4	5	DNS	DNS	DNS	DNS	45
7 WHITE/STAFFORD	6	DNS	DNS	DNS	DNS	DNS	51

# JOIN THE INTERNATIONAL 505 CLASS, AMERICAN SECTION

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Phone Numbers  
home: \_\_\_\_\_  
work (optional): \_\_\_\_\_  
fax (optional): \_\_\_\_\_

E-mail address (optional) Internet format preferred, or AOL, Compuserve, Prodigy, other:  
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Membership type:

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Are you a member of a local 505 fleet? Yes/No  
Where? \_\_\_\_\_

*Please note: no verification will be sent upon receipt. Contact Dave at American505@erols.com if you have any question. Thank you for your support!*

## Santa Cruz 505 regatta report 7/17-18

Nine 505's descended on Santa Cruz this last weekend for two days of great racing in the beautiful California sunshine. Conditions on Saturday ranged from 15-20 knots in the solid Santa Cruz westerly that presented powerful reaches and exciting upwind legs. Sunday was a little bit lighter, typically 12-15 knots that provided close tactical racing. Jim Wondeleck and Jay Kuncel driving their old Woody walked away with the series with five firsts. Eric Willis and Wendy Herzberg took second by sailing consistently, just squeaking out the teams of Terry Nuff/Bobby Noise, and Doug Hagan/Kirk Wilson who tied for third. Terry and Bobby sailed so solidly, that when Bobby missed the trapeze ring and wound up in the water on one of the upwind legs, Bobby swam for the boat like he was doing an Olympic 50m freestyle and recovered without losing any significant ground. Bobby doesn't look like a competitive swimmer, but he was showing great form on Sunday (just kick harder and breathe every stroke). Pascal Bruyere and Chi, easily the lightest team at the regatta, hung on with their teeth in the breeze to finish fifth. Dave Wahle lived up to all expectations as the guerilla race committee by flying the black flag on the first race. This caused several teams to be DSQ'd for

being over early, most notably Bruce Edwards and David Byron who had walked away with race #4 (don't get too greedy boys).

Keep the PCC's on your calendar for the weekend of September 10 and 11 in Santa Cruz. This promises to be a great regatta with a large turnout expected, t-shirts, prizes, etc.

Lame Excuses for Not Showing: (everyone's favorite)

Dave Shelton: sailing keelboats in LA with his fiancée for the second week in a row (lame lame lame!)

Jeff Miller: hopped up on caffeine in local coffeehouse with a good book

Bryan Largay and Matt Sanders: experimenting with subsistence farming in Ben Lomond

Tom Cook: working out a better system for adjusting rake and shroud tension simultaneously while driving from the wire

Howie and Mike: won the worlds, now working on golf game

Larry Tuttle, building new 505's (OK, that's cool)

Robin Brown: Bruce Edwards wouldn't have his boat ready and rigged for him

Bruce Edwards (Saturday): shoveling horseshit for his wife

*Eric Willis*

PL	SKIPPER	CREW	R1	R2	R3	R4	R5	R6	TOTAL
1	JIM WONDOLECK	JAY KUNCEL	1	1	1	4	1	1	9
2	ERIC WILLIS	WENDY HERZBERG	4	3	3	5	3.5	4	23.5
3	TERRY NUFF	BOBBY NOISE	2	2	10	2	2	6	24
3	DOUG HAGAN	KIRK WILSON	5	7	2	3	5	2	24
5	PASCAL BRUYERE	CHI	6	6	4	7	6	7	36
6	KEVIN	CRAIG PEREZ	3	10	10	6	3.5	5	37.5
7	BAILEY	REESE JONES	10	4	5	8	7	10	44
7	BRUCE EDWARDS	DAVID BYRON	10	10	10	1	10	3	44
9	BRUCE	STEVE ANDERES	10	5	10	10	10	10	55



**TANK  
TALK**

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