

The News Magazine of the
International 505 Class -
American Section

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Spring '97

THE INSIDE SCOOP FOR THREE NORTH AMERICAN 505 VENUES

STRATEGY

Long Beach, California

Mike Martin

As most of you know the North American Championships will be held at Alamitos Bay Yacht Club in Long Beach CA. from July 5-11. The sailing is great in the summer in Long Beach. Fairly consistent 15 to 18 Knot Sea Breezes and sunny blue skies and Temps in the 80s. Figuring out the wind patterns in Long Beach is not difficult. I will describe the scenarios of the typical days in early July.

The most typical weather pattern for early July is a mild onshore flow. In the morning there will be low clouds covering the coast with a light breeze out of the South. This is what we call a marine layer. The thickness of this marine layer is what controls the amount of thermal wind in the afternoon. Most days this marine layer burns off by mid-morning. By noon the wind builds slightly still out of the south in the early afternoon the sea breeze fills. At this time the wind will shift to the right and increase in strength.

So what everyone wants to know is which way to go. Here is how I decide. If the wind is still out of the south and has not yet kicked in, then the breeze is oscillating, in this case I play the shifts favoring the left side of the course where there is usually slightly more wind. The tricky part is figuring out when the sea breeze will fill from the right. Obviously you want to be right when this happens. Once the Thermal is in, again the right is favored, there is more breeze and a favorable shift. At this point Boat speed becomes important.

Sometimes the marine layer is so thick that it does not burn off until late in the afternoon or sometimes does not burn off at all. this happen quite a bit in the month of June, and has been nicknamed June Gloom. There is a chance of this in early July. If this happens the thermal never fills in. Instead the wind remains mainly South at about 10 knots all day.

In this scenario playing the left pays early in the day. As the day progresses the right will start to pay. Frequently the breeze will shift right in the mid-afternoon but build only slightly. by about 4:30 or 5:00 it will start to die off, and could shift any direction.

A third weather scenario is also possible, this is a very mild offshore flow. In this

Seattle, Washington

Allan Johnson

Sailing occurs at two locations: Shilshole Bay, Puget Sound or Lake Washington. Shilshole is a much better place to sail but currently there is 505 activity at the University of Washington Yacht Club on Lake Washington. At either location it is fundamental to understand the geographic topography of Seattle as it lies directly between two large mountain ranges (The Olympics and the Cascades 5,000+ feet) that run North-South and is about 100 miles from the Pacific Ocean Therefore the predominant breezes blow either southerly or Northerly. The South Breezes come with Weather Systems that charge in off the coast and up the Tunnel created by the Mountains. The Northerlies are typically thermals produced in summer months. If it is blowing from the East or West, wait a couple of minutes and it will change. This is what makes Seattle Area sailors very good. The breeze is totally unpredictable and you must keep your eyes open. Lake Washington In summer months, mostly thermal breezes from the north. Land plays a large factor as does pleasure craft and millfoil (weed). No tide, current or waves to speak of. In non-summer months, breezes are weather system related. Shilshole As stated above typical breeze comes from the south with weather systems or from the north with Thermals. Keep in mind the water temperature when sailing in Thermals. It is 42 degrees in the winter and 48 degrees in the summer. Tide plays a huge factor as it can be 12+ foot difference between the high and low. The current is also going north or south and can make steep choppy waves (against) or smooth rollers (with). Some Locals may be able to find an advantage with the tide over a bouyed course but mostly it should be even if you are sailing in the middle of the sound. Tactics In the Northerly it usually pays to go right, this is the closest shore and I think you can get a velocity gain in wind and a tidal gain in the shallower water. In the Southerlies it can pay to go left as they sometimes have an Eastern slant, so you sail into the header. But keep watching clouds. Seattle is pretty much a light and variable location. Play the shifts and keep your options open.

West River Sailing Club

Macy Nelson

The gate to West River is usually locked during the times that people are not typically using the club. Therefore, if you intend to arrive at an unusual time, call in advance to get the combination to the gate. Fleet members should also be able to arrange to get the club house unlocked if you plan to arrive at an odd time.

Bring a good supply of water. The water at the club is potable, but barely.

Most of the 505s launch from the beach. This requires either walking the boat out to deep enough water to put the rudder on or sailing out with the rudder in the boat. When coming in, it's important to remember that the water near the beach is especially shallow after a strong northwester. As a general rule, be prepared to take your rudder off when you reach the end of the dock.

The 505s generally race on the bay about 1.5 to 2.0 miles from the club. Depending on the time of year, the wind blows from the northwest or south, or less often from the northeast. In a northwester, boats that protect the left on the beat usually gain because large blasts come down the river (which is on the left side of the course). The only rule off the wind in a northwester is to never give up. Substantial gains can be made by those who are behind and who can carry a puff to the leaders. Current is irrelevant in these conditions.

The classical summer breeze is the southerly, which is about 170 to 180 degrees. I have never figured the southerly out. If there is one high percentage move on the beats, I haven't perceived it. I do think though that the current, although mysterious, can be a dominant factor. The current seems to vary in intensity day-to-day. Some days, it's irrelevant; other days, it's everything. My recommendation in a southerly is to look for pressure on the water and always check the buoys for current.

The dreariest spring or fall days sometimes provide the nicest racing at West River because that's when there is a nice northeast wind in the bay. You just cannot see it from the club because of the light fog and rain. The northeasters are typically more stable than the northwesters, with fewer radical shifts and smaller differences between the high and low end of the velocity. There seems to be no need to protect the left on the beats in a northwester.

THE IMPACT OF THE NEW RACING RULES

Scott Ikle

When asked to write an article about the new racing rules and how they will affect 505 sailing, I thought to myself: simple. New simple rules, simple article. Then when I sat down, I realized that maybe this task is not so simple.

Not only have the rules changed and their numbers, but the language in the new rules has changed. It is important that you get a copy of the new rule book in order not only to understand the new rules, but more importantly to understand the new wording. It is not so much as the fundamental ideas have changed, rather it is that the new wording makes the rules simpler and easier for everyone to understand. Yet at the same time, if sailors do not understand the wording of the new rules it may lead to protest. But that may not be a problem for the 505 class since there are few protests ever lodged at regattas.

I will call to your attention a few new rules that you should review. It is here in these new rules that you will find the major changes:

Rule 13 Tacking. The onus for tacking to close has been removed.

Rule 16 Changing Course. The right of way boat may change course, but has to give room for the other boat to keep clear.

Rule 17 On The Same Tack; Proper Course. Mast line is gone. This is the new rule to understand. It will effect every reach leg and start.

Rule 18.3 Passing Marks and Obstructions: Tacking. Changes effect every port tack approach at the weather mark.

Then there are some other big changes: weight jackets are illegal; the 720 rule always applies unless noted; a boat sailing backwards has to keep clear, and the third party rule has been eliminated.

One of the best things about 505 sailing is that since we are racing at high speeds, we tend to keep clear of each other. The new rules only reinforce this principle.

Reference material available that seems to cover the changes very well includes:

ARTICLES

"How The New Rules Change The Game", Dick Rose, Sailing World, January 1997

"The New Racing Rules: Keeping It Simple", Dave Perry, Sail, May 1997

"The Most Significant Changes in the 1997-2000 Racing Rules of Sailing", Dave Perry, The Laser Sailor, Spring 1997

BOOKS

Understanding the Racing Rules 1997-2000, Dave Perry

The Rules in Practice, Brian Wiles

ON-LINE

The best site for new rules information the ISF-
www.sailing.org/newrules/.

Part 2 Rules for 1997-2000 Categorized

By Dick Rose

Right-of-Way Rules

In each of the following situations, boat A has right of way and boat B must *keep clear*.

Rule	Boat A	Boat B
10 Both boats on opposite tacks	On starboard tack	On port tack
11 Both boats on same tack and overlapped	Leeward boat	Windward boat
12 Both boats on same tack and not overlapped	Clear ahead	Clear astern
13 One boat tacking, one not tacking	Not tacking	Has passed head to wind, but is not yet close-hauled
13 Both boats have passed head to wind, but are not yet close-hauled	On boat B's starboard side	On boat A's port side
18.2(a) Boats overlapped at two-length zone	Inside with right of way under rule 10 or 11	Outside boat
18.2(b) Boats not overlapped at zone	Clear ahead	Clear astern
18.3(b) One boat tacked within zone	Became overlapped inside B after B tacked in zone	Tacked in zone and then A overlapped her on inside
20 One boat correcting a starting error	Not sailing back towards starting line to comply with rule 29.1 or 30.1	Sailing back towards starting line to comply with rule 29.1 or 30.1
20 One boat making penalty turns	Not making penalty turns	Making penalty turns
20 One boat moving astern by backing a sail	Not moving astern by backing a sail	Moving astern by backing a sail

Notes: When rule 13 applies, rules 10, 11 and 12 do not. When rule 18.2(b) applies, rule 10 does not, and if boat A tacks, rule 18.2(b) no longer applies. When rule 20, applies, rules 10, 11, 12 and 13 do not.

Rules Requiring the Giving of Room

- Rule 15** Boat A shall give boat B room to *keep clear* when A has just acquired right of way and when this was not solely due to the actions of B.
- Rule 16** When a right-of-way boat changes course, she shall give the other boat room to *keep clear*.
- Rule 18.2(a)** When an outside overlapped right-of-way boat is subject to rule 18.2(a), she shall give the inside boat room to pass the mark or obstruction.
- Rule 19** When rule 19 applies, the hailed boat shall give the hailing boat room to tack and avoid her.

Rules Limiting the Course a Boat Can Sail

- Rule 14** Limits a boat's course when contact is imminent.
- Rule 17.1** Leeward boat not to sail above her proper course under certain conditions.
- Rule 17.2** Windward boat or boat clear ahead not to sail below her proper course under certain conditions.
- Rule 18.3(a)** A boat that tacked within the two-length zone shall not cause a boat that did not tack within the zone to sail above close-hauled or prevent her from passing the mark or obstruction.
- Rule 18.4** Inside overlapped right-of-way boat's distance from a mark or obstruction limited under certain conditions.
- Rule 21** Limits course of boats in the vicinity of a boat that is capsized, anchored, aground or rescuing.
- Rule 22.1** Limits course of a boat not racing.
- Rule 22.2** Limits course of a boat in the vicinity of a boat making penalty turns under certain conditions.

Note: Rules 18.2(c) and 18.5 did not fall into any one of these three categories.

Many thanks to Dick Rose for allowing us to reprint these helpful charts.-Ed

See more on the changes in the rules on page 9.

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Peter Mignerey, mignerey@cais.com

World Wide Web Address:

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

Dear Tank Talk:

We need to spread the word that people should plan to attend the 1998 Worlds. I contacted the International President of the 505 Class Pip Pearson and he has waived the restriction on the number of North American Boats that can participate in the Worlds. We can fill the regatta to 100 boats anyway we can. Historically at North American Worlds we have had 30-35 non-North American Boats. We hope to increase this to 45 with some sponsorship for shipping. That leaves 60-70 spots open for North American Boats. Thus the regatta is an open event in North America. We hope to put together containers shipments for area's west of the Mississippi. Hopefully we can fill a container from Texas, So. Cal, Maybe another from Northern Cal and one from the Pacific NW, both US & Canada. We need to get people working on it now. Spread the word! Also we should use this as a promotional tool for recruiting new people to the class.

Members should make it clear to prospective candidates that if they get a boat, they will be able to sail in the Worlds in 1998. We should make it clear to sailors who have ever had an interest in competing in a prestigious and highly competitive international Dinghy event, not to miss this opportunity in their own back yard. 100 505's from 18 different countries on the same line. It is truly a chance of a life time. The key is getting a good boat. To do this they cannot wait 'til the last minute or boats will not be available.

We need to hook them up with good used boats and this will mean bringing Rondars in from England. Which means next winter by the latest. I believe Rondars have won 3 of the last 4 Worlds so lets face it: you do not need a Waterat or Lindsay to compete. This US myth is just not true anymore and the US class has to realize it when recruiting new members. The Rondar is a world's competitive boat.

Tom Kivney

EDITOR SPEAK:

Back when the North Americans were in New Bedford, Mass., I took on the duty of editing Tank Talk. Many lessons later, I have gotten it down to a system that is fairly manageable to anyone with a computer system that is set up for desk top publishing: a scanner, software such as Photoshop and Pagemaker, and access to the World Wide Web, to pick up all the articles left at the 505 Class web page. Once articles and photos are collected, the assembly is both straightforward and quick.

For better or for worse, my time in graduate school is coming to an end, and with it my access to these computing facilities. I need to now pass the torch. Let me know that you are interested. I will go over the details with you and show how straightforward it can be.

Ideally, it would be appropriate to move this position off the west coast, where it has been since the 80s (I think). There are some other voices out there which could use some time at the mike.

This comes at an important time for Tank Talk. There is a high cost in both time and class funds for these large, photo-filled issues. Each of these 28 to 32 page issues costs up to three dollars to print and another dollar to send. Those costs add up to about \$ 700 per issue for class wide and promotional distribution. This would be a bigger problem if I actually got the thing printed quarterly. The class used to have a sizable nest egg which

VICE PRESIDENT'S UPDATE

Ali Meller

NEXT ISSUE OF INTERNATIONAL 505 CLASS MAGAZINE IN THE MAIL SHORTLY.

The first issue of the new class magazine International 505 was mailed to class association members around the world in March of 1996. The second issue has been printed and should be in the mail to current 505 class members very shortly. If you are not currently a class member, contact your national secretary, or the International Secretary, Les Everitt. For US 505 sailors, fill in the form in any issue of Tank Talk, write a check, and mail both to our Secretary/Treasurer, Ken Elliott, at the address on the membership form.

CONTAINER OF LATE MODEL UK 505s ARRIVES

The first container of used UK 505s arrived in New York (actually New Jersey) the week of April 21st. Three Rondars, including one epoxy Rondar, and a Kevlar Parker 25 were in the container (along with masts, rudder heads, trailer parts etc.).

Welcome to the 505 class Tom Price (Annapolis MD), T Brockenbrough (Hampton VA/Charleston SC), and David Chatham (Rhode Island). Congratulations to Chris Museler (Rhode Island) on the upgrade (Chris sold 6311, his Parker-hulled Lindsay, to Ian Hopkins, and bought Rondar 8240), so welcome to Ian Hopkins! Tom Price was out racing 8351 on the May 3-4 weekend at the windy WRSC Spring, while both David and Chris were racing 8024 and 8240 respectively at the windy Bristol regatta. I hope to see T Brockenbrough on the water in 8316 shortly. Allan Johnson and I thought we had a deal on a 5th used UK boat, but it fell through at the last minute.

We are still looking for a used UK 505, as are several other US sailors. There may be enough interest in the St. Petersburg FL area to do the next container to that location. While we have not yet added up all the costs yet, it appears that it was cheap! Contact Paul Young at Rondar (advertisement this issue) or look under boats for sale in this issue if you are interested in a late model used UK 505. Thanks to Paul for finding several of the boats, checking them over, and packing and shipping them for us.

NEW HOME FOR NEW YORK CITY/NEW JERSEY AND PENNSYLVANIA 505 FLEET

After checking out several locations, John Wyles, Stergios Papadakis, Fred Liesgang & Dave Anderson (enthusiastic new owners of Parker 4936), Warren Mangen and other area 505ers have selected Sandy Hook Bay Catamaran Club as a new base. Area 505ers have now met at Sandy Hook twice, and the ring leaders have joined the club.

has been eaten up by these large Tank Talks. We have to choose between smaller issues or less frequent issues. The answer is fairly obvious: quarterly issues in the 12 to 16 page size range. The key is an editor with the discipline to get those issues out in a timely manner, before the "news fit to print" gets too long for the magazine.

As the class has grown in recent years, so too has the advertising interest in Tank Talk. This has been very important in reducing the impact of printing costs. (Although it has also made the magazine longer!) Be sure to thank our sponsors during your next conversation with them.

Personally, I cannot wait to get back into my boat. Thanks to Lars Guck and Josh Adams for taking care of the Pony for my, and for Tom Kivney, Howard Hamlin and whoever else was involved with the conception and execution of the SeaLand container-for-sponsorship trade. What a program!

See you on the water!

Bryan

SPONSORED RACING:

What do you think?

Ali Meller

Some of us have been talking about how the 505 class could benefit from sponsorship. One very interesting suggestion was to create an event, or a series of events, optimized for sponsors. That way WE DO NOT CHANGE OUR EXISTING EVENTS and force everyone to accept the changes, but we create a format (which you do or do not participate in at your choice) that is optimized for sponsors.

The benefits from the 505 class stand-point would be a high profile event - or series - that is well publicized (sponsors want that too) and ideally televised. The sponsors get their exposure, and the 505 class does as well.

We also get a little money for our trouble.

Within this sponsored series we go for category "C" - or even change the rules and go unlimited if necessary - and run whatever course format, length, venue, etc. is most



interesting to sponsors and gets us on TV. If the 18s and 49ers can do it, why not us?

I have been exchanging e-mails with a Victor Welch - an I 14 sailor, but I'm trying not to hold that against him - who is apparently in the sports marketing business (he is currently looking for sponsorship for the Chesapeake Bay Whitbread group).

We are at very VERY preliminary discussions, but I wanted to make you aware that this was happening. If this goes anywhere it will need support from at least some American section members.

So, what do you think? Do you love or hate the idea? Do you have any better ideas?

Is It What We Want?

Tom Kivney

Before we go too far down this path I think we should find out what the class members feel. Personally I feel we should focus our effort on sponsorship for our present major Regattas: ECCs, PCCs, Midwest Championships and NA's. I believe we are so fragile in the numbers attending those Regatta's that diluting them in anyway would be bad. If

you schedule more events outside those and regional regattas for sponsors, even if it dilutes one of the classes major championships by 3 boats, that will hurt. Look at the numbers. Will we have 35 boat at ECCs? Will we have 40 at NA's?

I think the best sponsorship that I have ever seen (that works for the class in North America) has been holding the World Championships in North America and the SeaLand sponsorship for this year's NA's in LA. I think there is no doubt the container from SeaLand will

increase the number of boats at the NA's by a lot. This kind of sponsorship, plus making sure the Worlds are in North America every 5 years is where I believe our efforts should be focused. I believe that to obtain a yearly sponsor for the NA's to help with transportation, and host the Worlds every 5 years will take all the manpower and resources we have and this is what will keep the 505 strong. Splitting and diluting our effort chasing after TV and 'Hi Profile' events is not in my opinion in the Class's best interest. 505's should not be the venue for professional sailing. I applaud Mike & Howie for the SeaLand Sponsorship.

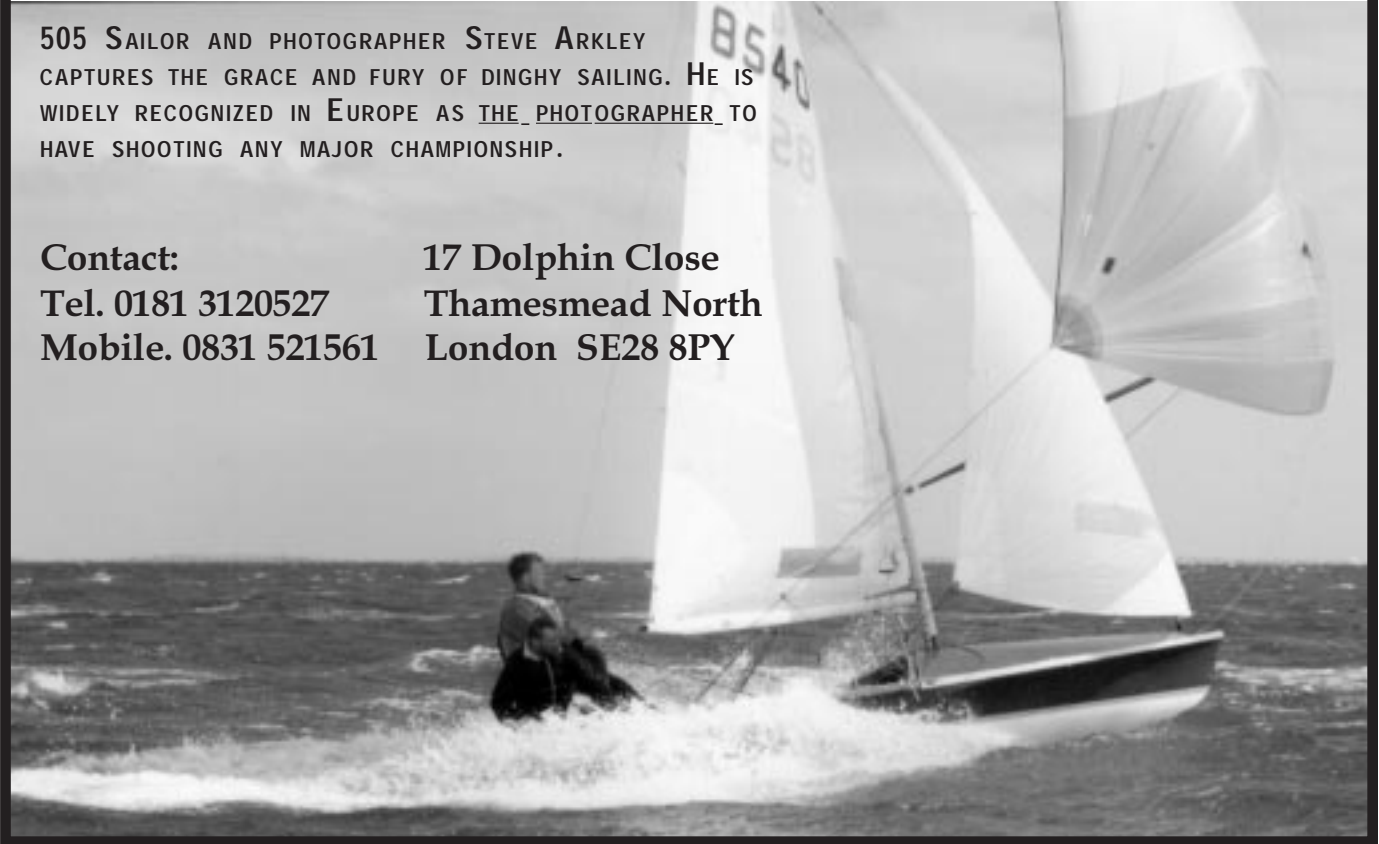
SAIL SHOTS

MARINE PHOTOGRAPHY

Class Secretary Tim Scairsbrick & Ian Swainston rip downwind at the U.K. Nationals

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What was the most important thing that moved you up the learning curve?

Bill Green

What helped me the most is sailing with a couple of the veterans in the local fleet. When you are crewing and they are driving you can see what they do, which is usually better than having them explain it. I think the reasons for this are two fold. First, when you have been sailing for a long time (or sailing a 505 for a long time) you do a number of things that you no longer think about...they just come as second nature, and are often a response to something (a wave, puff, shift, etc.). While these responses/adjustments/corrections may be second nature to a seasoned pro, to a newcomer or novice they are actions that require thought and planning. "Okay, here comes a puff...I need to ease the main sheet and steer into it and..." You get the idea. The second reason is that some things are just better shown than explained. Such as sail trim and shape, steering, weight placement/trim.

The other thing that helped for me was singlehanding the boat on a light day. I didn't put up the spinnaker or anything like that. I just practiced tacking and gybing, played with all the different controls (jib sheet tension, vang, centerboard up/down, mainsheet, heel) to see how they effect the boat and how they interact with each other. Next time I was sailing I felt more comfortable and felt like I had more control of the boat. I felt more proactive and less reactive. Like I said above, it is the difference between having someone tell you and being able to feel it.

SailEXPO '97 - Atlantic City

Ali Meller

The 505 class had another great SailEXPO, attracting lots of attention and interest. We wowed visitors with Tyler Moore's launcher 505 with spinnaker pole launcher. A number of people were interested in used or new 505s, and we also re-established contact with a number of 505 owners. Paul Young of Rondar was over for the first few days of the show. Paul brought photos of several used UK 505s, and these eventually led to the sales mentioned earlier. We also discussed lighter rigs with two different rig designers, and talked to Triad Trailers about building four-boat trailers. Triad also expressed an interest in building single and double combi trailers at prices below what it costs to import the Rapide trailers from the UK.

HIKING PANTS RULING

Ali Meller

The US Sailing Appeals Committee has just decided - apparently in a split decision - that hiking pants with stiffeners are banned by ISAF Rule 49.1. For further information on this decision check URL:

<http://www.ussailing.org/hiking.htm>

Or an upcoming issue of "American Sailor".

It is my understanding that not all National Sailing Authorities will necessarily make the same decision. In the meantime some classes (at least Laser, Laser Radial and Laser II, and probably more) are specifying that hiking pants are legal by overriding ISAF Rule 49.1 in event Sailing Instructions. These classes have also begun the process of altering their class rules to specify that hiking pants will be legal in that class.

I believe our options are:

A. Do whatever the appropriate National Authority decides, while waiting for the ISAF to make an overall decision and then live with that decision. That presumably means no hik-

ing pants in the USA, at least for now. I'm not sure what the implications are in other 505 countries. Does anyone know the Danish (site of '97 Worlds) Sailing Authority's position on hiking pants?

B. Override Rule 49.1 in Sailing Instructions for some 505 events, allowing hiking pants.

C. Take the appropriate steps to alter the 505 class rules to override rule 49.1, and allow hiking pants.

D. Alter 505 class rules to ban hiking pants in 505s.

I am most interested in the issue being resolved one way or the other. However I must admit to personally preferring that hiking pants being allowed. My experience in using hiking pants is that they do not project you further outboard, but they do make it a little easier to hike... call me a wimp if you must.!

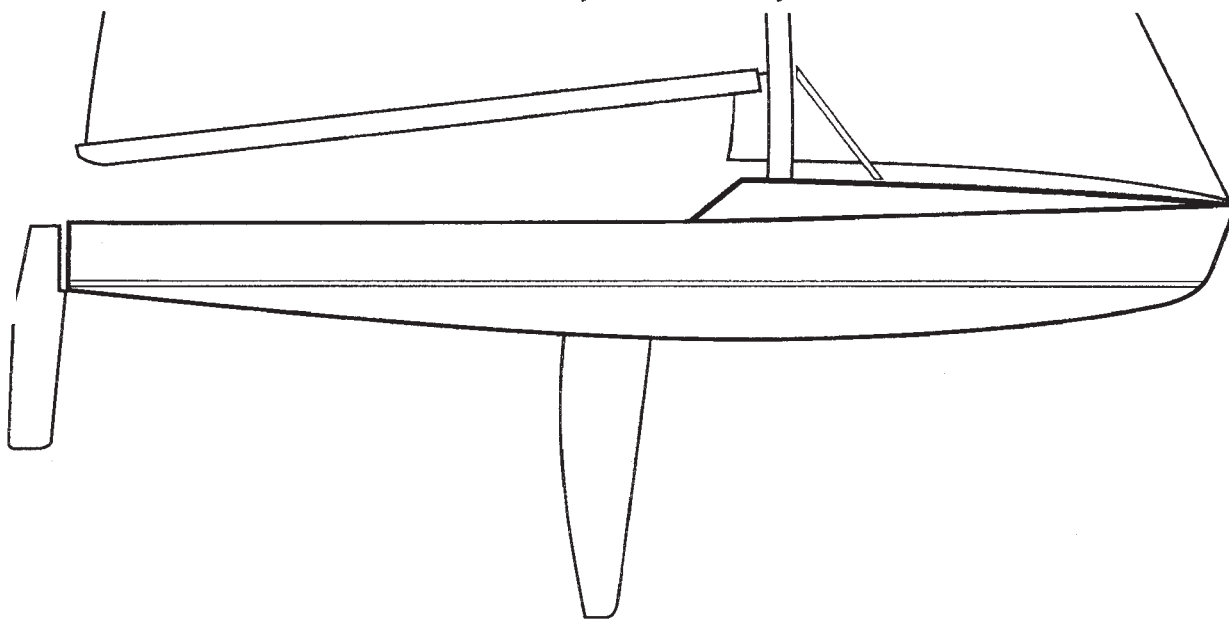
HIKING PANTS? IN LEATHER?

Jesse Falsone

On this issue, does this rule also disallow crews from wearing "platform shoes" while on the wire. I picked up a pair at the KISS revival concert a few months back and thought they would be just the thing to get my weight further outboard while trapezing. If I can't use them, I would suggest that all crews shorter than I (5'10") bend their knees the appropriate amount to level out the righting arm.

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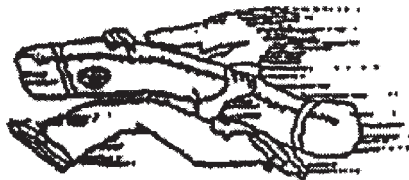
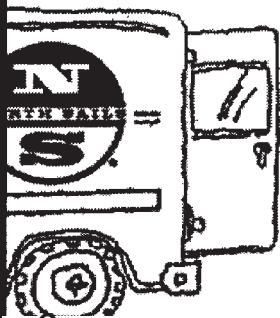


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International 505 Class Rule Changes Applicable from 1 April 1997

Rob Napier

*Chairman, International Rules
Committee*

The new ISAF Racing Rules of Sailing become applicable on 1 April 1997. The 505 class rules did not comply with the new racing rules. The IRC has therefore adopted the following as "minor rule changes", to apply from 1 April 1997.

CLOTHING WEIGHT

The maximum permitted weight of 10 kilograms being closest to our existing permitted 15 kilograms has been adopted. Note that the 10 kilogram limit excludes the weight of footwear and a trapeze harness. From 1st April, 1997, weight jackets are no longer permitted. The trapeze harness must be buoyant, and may not weigh more than 2 kilograms. Measurement Rule 12.4 is deleted, and Rule 12.3 now reads.

12.3 (RRS 43.1) A competitor's clothing and equipment shall not weigh more than 10 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. In all other respects, the provisions of RRS 43 shall apply.

PROPULSION

The propulsion rule has been moved from the Championship Sailing Instructions to the main body of the Measurement rules as a new Rule 13, and the wording (but not the meaning) changed to conform with the new racing rules. Rule 13 reads:

13 Propulsion 13.1 In accordance with RRS 86.1(c), RRS 42.3(b) is not applicable and the following class rule is substituted.

Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the

sheet and the guy controlling any sail in order to accelerate a boat down the face of a wave or in response to an increase in the speed of the wind, but not more than three repeated pulls and releases of the sail may be made for each wave or gust of wind.

SAIL NUMBERS ON SPINNAKERS

Minor changes have also been made to the wording of Rule 8.4.4, which now reads.

8.4.4 The ISAF Racing Rules of Sailing ("RRS") Appendix H paragraph 1.3(d) is replaced by the following Class Rule in accordance with Appendix MS of the RRS.

The sail number shall be displayed symmetrically on the front side of a spinnaker. It shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% the mean length of the two leaches and wholly above an arc whose radius is 60% of that dimension.



NORTH AMERICAN CHAMPIONSHIPS
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ABYC 4th of July Regatta

July 5 Saturday 3 races
 July 6 Sunday 3 races

North American Championship Regatta

July 7 Monday	Morning; Measurement,	Afternoon; Speed Clinic
July 8 Tuesday	Morning; Skippers Meeting.	1:30 - 2 races
July 9 Wednesday		1:30 - 2 races, Eve. AGM Dinner at ABYC
July 10 Thursday	Morning; Organized Surfing	1:30 - 2 races
July 11 Friday		1:30 - 2 races, Eve. Awards Dinner

Alamitos Bay Yacht Club is located in Long Beach, southeast of the Ports of Los Angeles/Long Beach. Sailing venue is 1.5 miles from the club in open ocean. Water temperature will be 68 deg. and wind conditions vary from 10 to 17 knots. The club facility is very family friendly with a grass patio and adjacent public beaches. Hotel reservations can be made by calling the Seaport Marina Hotel at 562-434-8451. Housing with local families is available on a first come first serve basis, please request local housing on entry form if needed. Entry fee is \$150.00 per boat for both events for early registration before June 1, and \$180 .00 after June 1. This is a category B event. All sinage within the US Sailing prescriptions for this category event will be permitted. For further information contact Mike Martin at H.562-493-2061 W.714-433-8822 Email mmartin@cblm.canon.com

505 NORTH AMERICAN CHAMPIONSHIP PRE-ENTRY FORM

CREW NAME : _____
 SKIPPER NAME : _____
 BOAT NAME : _____ BOAT SAIL # : _____
 OWNERS INFO: NAME : _____
 ADDRESS : _____
 PHONE: WORK. _____ HOME. _____

INCLUDE ENTRY FEE (covers both events): MAKE PAYABLE TO "ABYC"
 \$150 BEFORE JUNE 1____, \$180 AFTER JUNE 1____

PLEASE TRY TO FIND US FIRST COME, FIRST SERVE LOCAL HOUSING FOR _____ PEOPLE.

SIGNATURE _____
 Mail to: Howard Hamlin 14, 57th St. Long Beach CA. 90803

Trailer Tips

Rick Leir and Bill Green

Rick Leir:

Trailer is a chore, because there are so many details that have to be right if you are going on the highway for more than a few miles. Tie downs could be old sheets (not your new sheets!), but I prefer straps with ratchet mechanisms. They are just more convenient, so you can tension them quickly, and release them when you are off the highway. The main strap is amidships, to hold the hull on the trailer, and I like to have another one three feet back just to keep the centreboard up. At the nose of the boat, it is important to hold the nose down or it can bounce and cause damage. Less importantly, the hull must be prevented from slipping backwards. The lighting board is tied on the stern. I like a long board, so the lights are further apart. At night this creates the illusion of a larger vehicle, or makes it appear closer to whoever is following. This long board might cause damage to the rudder pintles if they were supporting it. If you attach a few bits of wood to the board so it fits the shape of the top of the transom, then it can be tied on with your old vang cord. The wiring should be soldered at all connections, or else you will find yourself messing about with a meter in the dark.

The hull has lots of room to hold you assorted clobber. Sails, kit bags, whatever. Don't let metal parts rest against your plastic or wood hull, because they will work their way through. Boom, pole, and tiller must be padded where they rest in the hull. Tire pressure is surprisingly high. 50, 60, psi, use almost the max rated pressure or they will overheat. Some people like to grease the wheel bearings, particularly if there is any suspicion that water has been getting in. Grease the ball joint.

Now, out to the highway. Passengers should check visually for loose tiedowns every now and then. Drive a few miles then check what has loosened up. Drive conservatively, your car is going to handle differently! Be wary in traffic, other drivers may not notice the extra 18 feet of dark stuff behind your car. We have heard stories of boats crunched on the superslab, and I know someone who flipped it in the parking lot!

Bill Green:

Make sure your boat is well supported and the trailer is sprung soft enough to take the brunt of the impacts, as opposed to transmitting them to the hull. Gunwale supports are far better than carpeted bunks. I don't like carpeted bunks because carpet holds water leading to gel-coat blistering, and often bunks can dent the hull. My old boat, a '75 Rondar was aged dramatically by the trailer. It was Pronto with a single carpeted bunk just aft of the front thwart. The bunk was only about 5" wide and



supported virtually the full load of the boat. The result was a nice size dent and some gel coat blistering. One thing I learned when I bought 6491 is the importance of center of gravity. 6491 came on a home-made trailer and the boat rests nearly a foot higher than my previous boat on the Pronto trailer. It feels much more unstable in corners, but more importantly sits so much higher that it totally blocks my rear view. Also, the increased wind resistance makes it much more difficult for my car to pull it. The home-made trailer itself is considerably heavier than the Pronto addind to the troubles. Also, the added height makes stepping the mast far more difficult.

HARKEN RONSTAN HOLT ALLEN

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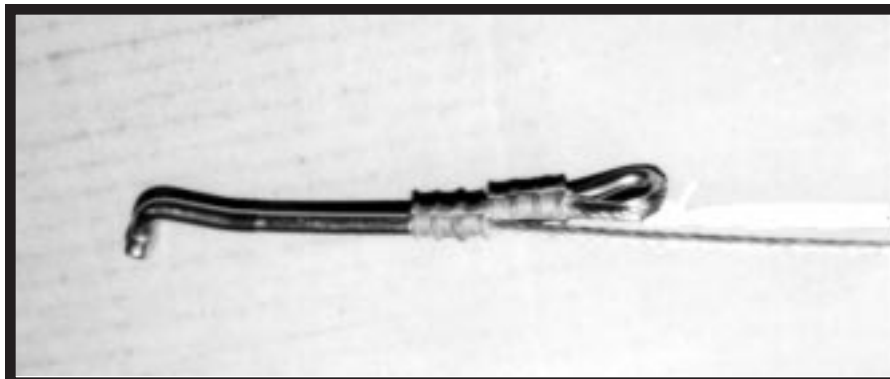
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NORTH AMERICAN REGATTA SCHEDULE

Date	Event	Venue	Contact	Region
June				
6-8	East Coast Championship	Hampton Yacht Club, Hampton VA	Ken Elliott	E
7	Timberline Regatta	TBA (CO)	Kem King	M
7-8	Wabumun S.C. Annual	Wabamun S.C, Edmonton, Alberta, Canada	Shona Lovshin	M
13-15	Canadian Championship	Wabamun S.C, Edmonton, Alberta, Canada	Shona Lovshin	E/M/W
13-15	RIISA	Barrington Yacht Club, Barrington RI	Tom Kivney	E
14	Ian Meller Regatta	Britannia Yacht Club, Ottawa, Ontario	Steve Yates	E/M
14-15	St. Francis YC - 505/I-14/Europes	San Francisco, California	Matt Jones	W
21-22	Wyoming Governors Cup	Lake Alcovia. WY	Kem King	M
21-24	Europa Cup Germany (Kieler Woche)	Keil Germany	Christine Komma	I
July				
4	Firecracker Regatta	TBA (CO)	Kem King	M
5-6	pre NAs regatta	Alamitos Bay YC, Long Beach, CA	Mike Martin	E/M/W
7-11-13	North American Championship	Alamitos Bay YC, Long Beach, CA	Mike Martin	E/M/W
19	Nepean Sailing Regatta	Nepean Sailing Club, Ottawa, Ontario, Canada	Steve Yates	E/M
19-20	Richmond w/I-14 nationals (not confirmed)	Richmond YC, Richmond California	Chris Hanke	W
25-27	Hyannis Annual Regatta	Hyannis Yacht Club, Hyannis, MA	Gerard Kivney	E
26-27	Huntington Lake (unconfirmed)	Huntington Lake CA	Mark Elliot	W
August				
2-3	Santa Cruz YC	Santa Cruz, California	Bruce Edwards	W
2-3	Dillon Open	Lake Dillon, CO	Kem King	M
12-13	Pre Worlds	Gilleleje Denmark		I
9-10	National Capital Regatta	Britannia Yacht Club, Ottawa	Steve Yates	E/M
16-17	NBYC 505 Regatta	New Bedford YC, South Dartmouth, MA	Neal Fowler	E
14-21	World Championship	Gilleleje Denmark		I
21-24	Eastern Canadian Championship (CORK)	Portsmouth Olympic Harbour, Kingston, Ontario	Steve Yates	E/M
23-24	Gorge Extravaganza (unconfirmed)	Cascade Locks, OR	Bruce Edwards	W
30-31	Labor Day	Alamitos Bay Yacht Club, Long Beach, CA	Mike Martin	W
30-9/1	Nebraska Governors Cup	Lake McConnaughey, NE	Kem King	M
September				
13-14	Fleet Four Regatta	Nepean Sailing Club, Nepean, Ontario, Canada	Steve Yates	E/M
18-21	Hyannis preworlds	Hyannis Yacht Club, Hyannis MA	Tom Kivney	E/M/W
19-21	Europa Cup England (Hayling)	HISC, Hayling Island, England		I
20-21	Richmond YC - SBRA	Richmond, CA	Steve Bartz	W
27	Treasure Island YC -SBRA (Not Confirmed)	Treasure Island, CA	Steve Bartz	W
November				
1	Halloween	Alamitos Bay Yacht Club, Long Beach, CA	Mike Martin	W
22-23	Turkey Day	Alamitos Bay Yacht Club, Long Beach, CA	Mike Martin	W
December				
6	RYC Midwinters	Richmond, California	Steve Bartz	W
1998				
September				
12-25	World Championship, North American Championship	Hyannis YC, Hyannis MA	Tom Kivney	E/M/W/I



GEAR FLASH

Tang customized for attachment of lightweight trapeze wire, eg. spectra or vectran, directly to shroud at the hounds. Nicopress sleeve is slid over shroud before attachment of lower fitting. Loop is then crimped onto shroud wire.

Regatta Contacts

	E-mail	home	work	fax
Matt Sanders	FiveOhFive@aol.com	408 427-1721	408 761-4427	408 761 4427
Macy Nelson	macyann@aol.com	410 947-1998	410 752-1630	410 752-0085
EthanBixby	ethan@sales.northsails.com	813 898 1123		
Bruce Edwards	BruceEdw@aol.com	408 469 3980	408 761-4211	
Scott MacKay	Scott.Mackay@sematech.org	512 990-9577	512 356-3617	
Steve Yates	yates@adan.kingston.net	613 384-8200	613 384-8200	
Mike Martin	mmartin@cbm.canon.com	310 493 2061	714 433 8822	714 433 8134
Neal Fowler		401 683-5846		
Bill Healey		860 739-4011		
Marg Hurley	mihurley@revcan.ca	613 820-7618	613 954-8472	
Mike Mills	GRINSAIL@aol.com	203-245-6286		
UrsRothacher	Urs.Rothacher@nb.rockwell.com			
Tom Kivney	greenweb@earthlink.net	617 749-0617	617 884-6820	617 884-2287
Christine Komma	KOMMA@hbz-nrw.de			
Dean Rootsart	dar@gpu.srv.ualberta.ca	403 487-2544		
Nick Trotman	102361.3345@compuserve.com	508-526-1132		
Don Smith		310 997-0226	310 479-4121	
Gerard Kivney		508-362-1307		
Steve Bartz		415-948-5604		
Craig Perez		916-677-2379		
Matt Jones		415-563-6363		
Mark Elliot		310-420-2588		
Kem King	kemk@gwl.com	303-795-6506	303-689-5454	
Chris Hanke	chrish@mti.sgi.com			



505s FOR SALE IN NORTH AMERICA

To list your 505 for sale on this list and in Tank Talk, e-mail, mail or phone the details to Ali Meller, Class Vice President. (See Class Contacts, this issue.) Please let us know when the boat sells, and who acquired it.

Current as of 6/12/97

KEY:HULL NUMBER; BUILDER; BAGS OR LAUNCHER?; MAST; SAILS; BLADES; COVERS; ASKING; OWNER; HOME NO; OFFICE NO; TRAILER?; LOCATION(STATE/ PROVINCE)

RACING BOATS, AND SUPER BOATS

USA 6136 ; Parker-hulled Lindsay, Mahogany foredeck and spruce tanks, tops of tanks have been reinforced with polyester/epoxy and painted; launcher, Proctor D, 2 Mains, 2 Jibs, 2 Spinnakers, New Rudder and old cracked rudder, 1 centerboard, 2 tillers, no cover, trailer supports boat near gunnels instead of bottom of hull; originally "Too Old to Rock and Roll, Too Young to Die", also known in Colorado as "Rob's Old Boat", \$1900 OBO, John Beach, 505-281-7061, jjbeach@abq.com near Albuquerque, New Mexico (NM)

USA 7678 ; Parker; bag, Re-rigged Proctor D with adjustable spreaders; Lindsay Gybing Centerboard (newly refinished by Waterat) and Milanes & White "kick-up" rudder (like new); Sailor's Tailor top and bottom (new) covers; 1 North Main; 2 North Chutes; 2 Ullman Jibs; 1 brand new North Jib; Recently completed re-build/re-rig to match "Waterat 505" as closely as possible. 90% of the hardware is new; 100% of the line is new, adjustable "on-the-fly" forestay and shrouds systems, vang and ram led to the seat tanks, all other controls located on CB cap (Cunningham, outhaul, ram, etc.), spinnaker pole uses standard trolley system. Re-build included the CB cap and thwarts. Hull is "like new" stiff (original owner raced only a handful of regattas (may be carbon fiber reinforced). The boat was only "sailed" around his backyard. I received the boat, sailed it three times and proceeded with the rebuild.) Boat was 2nd at the 1997 Bermuda Race Week! Rapide trailer w/dolly and light board. George Saunders Saunders_George%PAX2@mr.nawcad.navy.mil h (301) 862-9032 w (301) 342-0882 \$4000 obo. MD

CAN 7798; Parker; bag; Proctor epsilon; 2 suits, North/Johnson/Ullman; standard blades; top & bottom covers; \$6500 Canadian; Marg Hurley; 613 820-7618; 613 954-8472; trailer negotiable. Ontario. E-mail Marg at mihurley@revcan.ca

CAN 7858; Parker (1978); bags; Proctor epsilon; 2 suits; standard blades; compass; top and bottom covers; dolly/trailer; very good condition; \$5900 CDN; Carol Cote (418) 547-6904, office (418) 699 3829. Quebec, Canada

USA 7877 ; 1986 Waterat, bag boat, Hull repainted in 96, Proctor D, new shrouds in 95, ronstan ram lead to tanks, many sails including newer North jib and Danger Spin, top and bottom covers, \$5800 trailer maybe available for additional \$\$. Steve Anderes 408-252-7153. (Debbie Anderes e-mail is DAnderes@worldnet.att.net. northern Cal

CAN 7951;Parker; bag; good North sails; new mast; trailer/dolly combo; top cover, and all equipment ready to race; \$5100 Canadian; Rick Leir 613-828-8289 rleir@igs.net Ottawa, Canada

CAN 8233; Parker; bags not specified; Superspar M2; 2 suits; 2 sets of blades; top & bottom covers; \$9000 Canadian; Paul Gauthier; 418 542-5988; Rapide combi; Quebec.

USA 8446; Henderson; launcher; Super Spar; Henderson sails; Lindsay/Henderson blades; top cover; \$8000; Anne Henderson; 206 783-0677; trailer included; WA.

505s FOR SALE IN THE UK: BUY AND SHIP TO US

You can convert the quoted prices in English pounds to US dollars at about 1.6. For information about these boats and ways to contact owners without phone listings(if you do not have access to email), contact Rondar Raceboats (see advertisement, this issue) or Ali Meller (see Class Contacts, this issue).

GBR 8552; Rondar; launcher; Rondar "special" -carbon hull with side tank rebates for controls, grey/blue stripes. Proctor D, P&B mylar/Kevlar sails (used 8 races only). All Harken (inc. traveller) 1 yr old, fast and tuned. Combi, T&B covers. Mark Upside-Down Brown Tel: 01273 454461 extn. 4290. Dislocated shoulder forces sale....Boat is in the UK.

GBR8494 "Byte Noire" - July 1993 Rondar - standard construction, Black topsides, White underwater with Silver Grey tanks and foredeck. Superspar M2 rig - Rush Sails - 2 suits, Fully controllable rig. Harken/Servo cleats, Freidriksen Ratchets (Jibx2, Spinnx2 and Main), Top & Bottom covers, Fixed Rondar Centreboard, Bloodaxe Rudder, Launching Trolley (Dolly). Immaculate condition, Only GBP7500. Available in the UK. Simon J Lake, GBR8494/GBR8635. 100557.3261@compuserve.com.

SWE-8228 is for sale after the worlds in Denmark -97. This might be an opportunity if you have any space in a container to the US. I will sell it at a VERY competitive price after the last race. (The Swedish currency is cheap vs the dollar). Parker -89 w launcher, Kevlar Hull, Rebell main & jib, Green Sails spinnaker, Proctor D, Bloodaxe rudder, Ready to race - good racing condition. This boat is a sister to Bergstroems killer that won the worlds in -91. erka@sweden.hp.com (Erik Kallin)

CLASSIC 505s

USA ??; Honor Marine; bag; mast not specified; Danger sails; top cover and rudder cover; standard blades; \$1500; Dennis Dobe; 603 735-6485 (this number has been disconnected, does anyone know the status of this boat?); trailer included; NH?

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 3556; Moore; launcher; new Proctor D & spare; HP suit & 3 chutes; standard blades; covers not specified; \$5000; Steve Nolen; 916 791-2671; trailer included; CA

USA 3919? ; Parker; launcher; 2 Proctor masts; 2 sets of sails 1 spin; 2 std centerboards, top and bottom cover; trailer. Contact Tom Bair 319-341-8327 or tbair@blue.weeg.uiowa.edu, IOWA

CAN 3966 ; Parker?; launcher; mediocre condition. Sails are in good shape, Pronto? combi trailer. The deck was totally delaminated last summer and the transom was rotted out. The deck has been repaired and stained mahogany color and a new solid transom has been fitted. Tired lines and running rigging; old RWO composite blocks etc and the centreboard had some cracks in it. Asking CAN \$1785 !!! But says he will take CAN \$1200 on Sunday! 613-924-1377

USA 4146 ; Boat currently in Tampa Bay area, Florida. Will transport to Orlando for serious buyers. Perfect starter/training boat. Restoration 95% complete - beautiful new foredeck all mahogany and West system. Lots of new Harken. Looks great and sails fast for an oldtimer. Includes trailer (removeable tongue for garage storage) two spins, main and jib. Asking \$1000 US OR BEST REALISTIC OFFER! Contact Curt Holden at (813) 655-0115 anytime - cholden789@aol.com

USA 5016; ?????; main, jib and spinnaker; trailer and hand dolly; kajill@aol.com; Asking \$2995;407 678-4210 Orlando FL

USA 5145 ; Parker? composite? good condition; good sails, Seahorse spinnaker; good trailer; Blanche Kohli 208 664 3852. Asking US \$2500. Coeur D'Alene Idaho

CAN 5167; 1976 Parker, bag boat; Proctor mast, boom, pole; 2 main sails (1 Pattison, raced 3 times), 3 jibs (1 racing aussie with battons), 1 spinnaker (North); wood deck, rails, and centreboard case; 1 spare centreboard; refinished and sealed with West system, all harken fittings (48 blocks); includes a beach dolly and is ready to sail/race; Priced for immediate sale - due to the purchase of another boat! CAN\$2500 o.b.o.; Chris Cornett 1 (604) 492-2355 (phone/fax), e-mail ccornett@img.net. Boat is currently being sailed off the beach in Penticton, B.C.

CAN ????; Rondar, 1979 or 1980; launcher; Proctor mast; two sets of sails, mahogany foredeck (has been painted) good condition, ready to sail. Trailer and separate launching trolley. Two top covers. Orange hull with black gunwales. Paul St. Onge 705 566-1164 (leave message); Sudbury Ontario

CAN ????; 1975 Parker ; Proctor mast, boom, pole; 1 main, 2 jibs (1 "genoa"), 1 spinnaker; wood deck - completely redone in marine mahogany & epoxy impregnated, rails, and centreboard case; all fittings intact & two compasses mounted; includes an aluminum trailer (can be used as beach dolly) with brand new axle and is ready to sail/race; includes brand new custom-made "Sunbrella" treated marine canvas cover. Priced for immediate sale! CAN\$1500 o.b.o.; Bruce Haydon 1 (613) 692-1277, e-mail bruceh@iname.com. Boat is currently in storage for winter. Eastern Ontario.

USA 5848; Rondar; Protctor Mast, trailer and launching trolley in good condition not mint however. Standard centerboard and rudder. No bottom or top covers \$1200.00 in Northern CA. E-mail: wit@nccn.net (Rusty Witwer) 916-274-1813.

USA 6294; Ballenger hull and mast. Two mains, one spinnaker, one really nice jib, on a trailer ready to go. Asking \$1,750. Boat in SF Bay Area. Doug Kidder at (510) 558-0325 or DGKidder@AOL.com

USA 7355; Home built cedar cold molded; launcher; D mast; home built foils; US\$??; Dave Blessing; 703 360-7411; 703 602 8793; trailer; This is a beautiful all wooden boat for a wooden boat aficionado. MD, VA; E-mail Dave at nucsailor@aol.com

505s WANTED

Looking for any condition, even free basket case donations, as I can restore it evenings.... will travel to pick up, any condition ok. Randy Beck Austin, Texas LCDRSailor@aol.com 512-282-4903. Will travel to pick it up.

Al Jurgenfeldt is looking for a used classic in good condition. He can be contacted at: Al Jurgenfeldt, Tel.: (613) 389-4288, Fax.: (613) 389-5966, E-mail: ukcdnlaw@adan.kingston.net

The University of Iowa Sailing Club is looking for a boat to replace our current 505. We do not have the finances to buy and maintain a third fleet unless we could get the boats donated. I don't think that it would be possible to get even three or four good 505s donated? Tom Bair tbair@blue.weeg.uiowa.edu

Wanted - Used epoxy Hamlin/Waterat or Rondar, launcher variety, \$3500- 5500 US. Contact Allan Johnson, 206- 470-7314 206-781-3404 alan.johnson@adobe.com

Wanted: Used 505s, spars and sails. For donations (tax deductible) to the Washington Yacht Club at the University of Washington, Seattle, please contact Rainer Leuschke at rainer@u.washington.edu. We have four mostly beat up boats (Parkers 1515, 1615, 2203 and Kyrwood 6377). We started restoring one of the Parkers. It would be nice to replace boats through donations however. We are also short in spars. Rainer Leuschke email: rainer@u.washington.edu phone (w): (206) 543-9834

I am looking for someone (in the Mid-West?) who might be interested in donating a boat to the University of Southern Indiana to help us start up a university sailing club. Eric D. Bray Smith, Art Department University of Southern Indiana 8600 University Blvd. Evansville, Indiana 47712. (812)464-1740 email: ebraysmi.ucs@smtp.usi.edu

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NORTH MAIN FOR SALE, USED 1/2 A SEASON, VERY GOOD CONDITION, ASKING \$400. PETER ALARIE, EMAIL: BREAKFAST@CSHORE.COM OR CALL ME IN THE EVENINGS AT 203 488 5867.

505 HALF HULL MODELS. TROPHY QUALITY. PETER ALARIE: CALL: (401) 254-5090.



TEAM MC LUBE WINS ST FRANCIS REGATTA

Mike Martin

Over the weekend of June 14-15, the 505s, I14 and Europes gathered to the St Francis Yacht Club to sail on the City front in hope of some good heavy air racing. We got what we came for, and then some! Saturday morning when we showed up there were already whitecaps on the bay with the wind from a more northerly direction than normal. We had three races on Saturday all double windward leewards. Team McLube (Mike & Howard) scored 1,1,1,1,3,1 to take regatta honors. In the first race strong wind and a big ebb tide made the right side favored. Jay Kuncel and Mike Holt lead at the weather mark. On the run most of the fleet headed to the beach to escape the strong current, while Jay & Mike, and Mike & Howard split to the middle of the bay to look for more wind, they found it 20 Knots +. Jay & Mike gybed early while Team McLube carried on to the lay line to stay in more wind. This paid off giving them a good lead to hold off all the big boys the rest of the race.

In Race Two the wind shifted 40 degrees left giving us a one tack beat. Uli Coblens & Dan Thompson with the best upwind boat speed on the race course rounded first, with Craig Perez & ??? hot on their tail. This time it paid to stay out of the current. By doing so, Craig & ??? took the lead. Uli and Dan rounded the leeward mark second, but had to retire with a rip in their mainsail. At this point the wind shifted back right and kicked in with authority. The next run gave everyone a thrill ride with a steady 25 knot breeze. The positions stayed the same until Craig & ???

rolled it in on their jibe. This gave Team McLube the lead, with Bruce Heckman and Jeff Miller in second and Jay and Mike in third.

For the Third Race it started to get windy. I think only 5 505s, 1 I-14, and 3 Europes finished the race. Up the final beat rigs were shaking in the 40 knot gusts. Team McLube took first, Heckman & Miller were second until they were blown over sailing upwind with both sails flogging and lost their rudder. This gave second to Jay and Mike, and third to Uli & Danny.

After the finish Jay & Mike, and Team McLube popped the chute for a 40 knot downwind ride of a lifetime. Fast doesn't describe it with justice. (P.S. we wiped out on the gybe.)

Day Two. Moderate breeze compared to the day before, only 20 knots. We had three races, all races a triangle with marks to port followed by a windward leeward with marks to starboard. (A St Francis Special.) We had good tight racing with Heckman & Miller winning Race 4. Race 5 Team McLube won with second going to Matt Sanders & Bruce Edwards. Matt has came out of storage to fill the spot of Dave Shelton who could not sail because he was looking for reception halls for his up-coming wedding. The Final race had Team McLube win again with Heckman & Miller close behind and Uli and Dan in Third.

Everyone had a good time gearing up for the North Americans, in Long Beach next month, see you there.

COMPLETE SCORES FROM ST FRANCIS.

TEAM MCLUBE (MARTIN/HAMILN)	1,1,1,3,1,1	8
JAY KUNCL & MIKE HOLT	2,3,2,2,3,4	16
BRUCE HECKMAN & JEFF MILLER	3,2,d,1,4,2	25
ULI COBLENS & DANNY THOMPSON	6,d,3,5,5,3	35
STEVE BARTZ & THAD LIEB	d,4,5,8,12,7	49
CRAIG PEREZ & MARK ADAMS	5,d,d,7,6,6	50
MATT SANDERS & BRUCE EDWARDS	d,d,d,6,2,5	52
MIKE DONNELLY & ???	7,d,4,11,9,9	53
MIKE SMITH & JOHN BACKSIN	4,d,d,4,7,d	54
BOB NOYES & TERRY NEFF	d,d,d,9,8,8	64
KEN RICHARDS & CRAIG COLLINS	8,d,d,12,11,d	70
UNREGISTERED: ? & ?	d,d,d,10,10,13	72

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1 800 US SAIL-1

SUBMIT TO TANK TALK.

Dear Friends of 505,

This is to advise that as you probably already know Terry and Geoff Kyrwood retired from the construction of 505 Sailing boats early this year.

I have purchased Kyrwoods Fibreglass of Toronto NSW and from now on the 505s will be built by North Plain Pty Ltd Bay 4/156 Lake Road Port Macquarie NSW 2444, under the trade name of Kyrwood Composites, and I will continue to build the 505 sailing boats with the same Technique and Care as Kyrwood did in the past.

I have greatly improved the strength of the Kyrwood Fibreglass boat by adding more carbonfibre without adding weight. Our boats are under the minimum weight fully rigged, and each boat is personally finished with each client choosing their own colours.

Over the past 20 years I have built fibreglass sailing boats and racing boats. The management and staff Kyrwood Composites pride themselves on their quality of product and service at reasonable rates and always retain the assurance that for every client only the very best is good enough.

Assuring you of our best service at all times

Yours faithfully

Bernard Macherel, Director

KYRWOOD COMPOSITES
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AUSTRALIA

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 1-5 Thew Parade, Dee Why 2099
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 PHOTOS FROM BERMUDA RACE
 WEEK, AND THE WEST RIVER
 SPRING 505 REGATTA**





505 NUMBER 8, STILL SAILING!

Ali Meller

I just received an incredible e-mail from Samuel Hedouin in France, with an attached photo.. here is International 505 number 8 recently sailing!

"I just found out your Web Site devoted to this fabulous dinghy ... Perhaps it could be possible to add one boat, namely a 505 Caneton, year 1954, number 8. One of the 10 first prototypes built by Fairey Marine, according to my Uncle who sailed in the 70's in France and stopped in 1975. Because the dinghy was deteriorating during 17 years, located in a cellar (Paris), I decided (with a friend) her recover. After reparation and maintenance, we managed to sail in 1994 and 1995 in Normandy (France)...."



Spring @ West River, Regatta Report continued from pag 23

Bodie and Kevin Eley! After rounding the leeward mark, Bodie/Eley blast right with Meller/Johnson on their hip, while Zani/Alarie and Nelson/Fry blast right. All four of these boats are winning the race at some point up this beat but Meller/Johnson get the gun with Bodie/Eley second, Zani/Alarie third and Nelson/Fry fourth. Everybody had an exhilarating smile on their face after a weekend of fast, furious and exciting racing.

RESULTS: TEAM	SAIL #	POSITIONS
MELLER/JOHNSON	8263	2,1,1,1,1
NELSON/FRY	8191	3,3,3,3,4
ZANI/ALARIE	7318	1,2,2, DNF, 3
HARRIS/FALSONE	8643	4,5,4,5,5
ELLIOTT/WHEELER	7092	
PHILLIPS/SCHUMPERT	8015	
ENGLERT/MELTON	8645	
BODIE/ELEY	8660	
O'BRIEN/O'BRIEN	7776	
ROBINSON/KOSLOWSKI	7569	
PRICE/???/???	8351	
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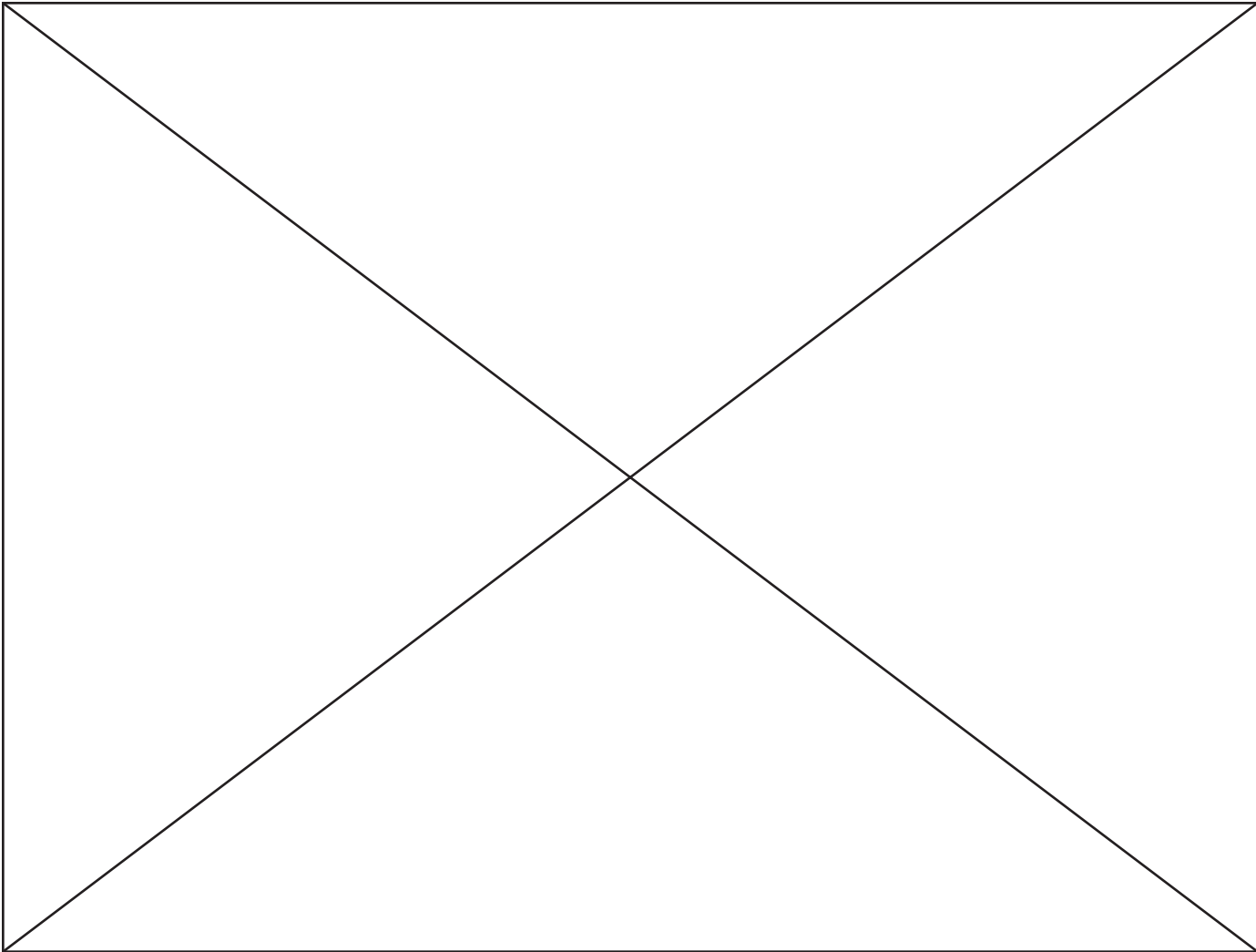
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Non-members: All interested parties are entitled to an issue of Tank Talk to get a feel for the class. Send in your name and address to Bryan Largay (address p. 4) for a free issue!

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Membership type: Full Associate (Please circle one)

505 Sail/hull number:_____

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

Thank you for your support!

TIPS FOR THE SAILING AREA AT LONG BEACH, CA CONTINUED FROM PAGE 2

case it will be sunny in the morning with a slight offshore or no wind. this wind quits at about 10:00 at about noon the thermal starts to fill and by early afternoon we have a 15 to 18 knot sea breeze. You should treat this condition the same as the typical sea breeze condition mentioned above.

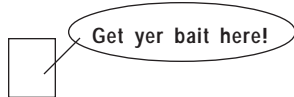
The amount of wind in the sea breeze cycles in about a 5 day pattern. below is a Typical scenario. Day 1. Heavy overcast not clearing until afternoon. Wind South 10 Kts. all day. Day 2. Marine layer burns off at noon. Sea breeze at 2:30 12-15 Kts. SSW Day 3. Thin marine layer burns off 10:00. Sea Breeze 2:00 15-18 Kts SW Day 4. Sunny in the morning, Sea Breeze 1:30 15-18 Kts SW Day 4. Thin marine layer burns off 10:00. Sea Breeze 2:00 15-18 Kts SW Day 5. Marine layer burns off at noon. Sea breeze at 2:30 12-15 Kts. SSW

If you want to see the daily wind patterns on the Web go to "WWW.windcall.com" and look up the wind conditions for Seal Beach. Note that this is meant for windsurfing and thus does not register wind data under 9 Knots.

Hope to see all of you in Long Beach at the NA's.

LONG BEACH SCHEMATIC:

Check your blades for plastic bags. They are clear and slow (and repulsive!).



- ← ■ Between the breakwaters, stay on the correct half
- of the channel, or else the harbor patrol may tow
- you back to the start!
-
-

SANTA CRUZ SPRING OPEN

Dave Shelton

Santa Cruz Yacht Club, home of big waves, cold water, and lots of wind came into full form over the weekend of April 26-27. 11 top 505 team duked it out in every condition from 0-30 knots (all in one race!) Saturday was a great day with breeze from 15 -25knts, perfect Dave Wahle reaches and huge waves! The racing was always close with lead changes on most legs. Race two was very much like race 6 in the 92 worlds! A full 180 in direction! Then it was back to full force in race 3! Strange but true.

At the end of day one, three teams moved to the front of the pack... Howard Hamlin/Mike Martin, Mike Holt/DavidShelton, and Jeff Miller/Bruce Heckman. Day two dawned to 25 knts at 7:30 am and a forecast for more in the afternoon! The first race Jeff and Bruce stayed upright and got the gun followed by Mike and Dave (2 flips) and Howard and Mike (1 flip). This put the regatta into a three way tie for first!

Other boats going well in the breeze were Perez/Smith and Moondog/Ruggles. Also of note was Tom Cook and Andy sailing 3246 showing some transom to the fleet!!! In the last two races the wind was cranking, only a few boats set on the reaches, and those who did had the ride of there life! I think the only part of our boat in the water was a bit of rudder! When the spray had cleared and the boats were righted, Mike Holt and David Shelton had won the regatta, sailing Bruce Edwards' new Rondar and racing together for the first time! Howard and Mike were 2nd, Miller and Heckman 3rd, Smith and Perez 4th: Ruggles and Moondog 5th. Thanks to Dave Wahle for letting us send it in the big breeze! Is this the first time Howard and Mike have lost a regatta? Do the current North Americanchamps have a weakness? Come to the North Americans and find out foryourself!

BERMUDA RACE WEEK

Ali Meller

After an absence of almost twenty years, the 505 class returned to Bermuda Race Week. Four teams spent the week of April 26th in Bermuda - perhaps the nicest place, and the greatest place to sail, I have ever been - and enjoyed themselves immensely. Though four 505s is not a large fleet (OK, it is a very very small fleet), we very much enjoyed the sailing and racing.

Non-sailing wives, girlfriends and babies enjoyed themselves every bit as much (for those of you thinking ahead,taking the time and getting yourself and your 505 to a regatta is probably rather easier if your family wants to go as much as you do). The water is warm enough that one could sail without wetsuits. The colour of the water is extraordinary - you could see the white sand bottom at 15-20 feet or more - the white sand turns the gorgeous blue of the deeper water toturquoise. We had one reasonably windy day, one medium and one a little lighter. We trapezed every day. It was sunny and in the low 70s each day.

I cannot imagine what one would wish to change to make the conditions more perfect. 505s sailed on the larger course in Great Sound, with the Etchells, IODs, J24s and Tornados. This year, courses were windward leeward... Long legs.. 2 or 3 times around. Reaching courses were not used this year but I'mconfident that in somewhat larger numbers, the 505s would get courses more to our liking.

Billeting was available for everyone. The social events were excellent (though perhaps slightly restrained if compared to those of a UK Nationals -Mssrs. Masterman and Barker... where were you when we needed you?); our hosts were friendly, gracious, and eager to see 505s return to Bermuda. It appears that there is currently interest in bringing about three or four 505s into Bermuda; perhaps a group purchase of similar used boats from the UK (we are still short of used 505s in North America) can be arranged. Import duties make new boats quite expensive in Bermuda, and those hoping to restart the Bermuda 505 fleet would prefer a lower cost (and lower risk) approach, initially. I hope that with some support, we can have 3-4 505s in Bermuda in time for next year's race week.

Those of us who were there this year expect to return (indeed, our wives/girlfriends made it quite clear to us that we would be returning). If we can get those 3-4 local boats, and have perhaps 5-6 NorthAmerican 505s attend, we would be well on our way to both a reasonable fleetsize for Race Week, and the return of Bermuda as a 505 country. If anyone from the UK or Europe could attend... so much the better. With or without a local fleet (but rather better with), holding another 505 World Championship in Bermuda could be a possibility....

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DEALER FOR: 

EAST COAST CHAMPIONSHIP

Ali Meller

US 505 Fleet 8, Hampton Virginia, hosted the 1997 East Coast Championship at Hampton Yacht Club, on the 6th - 8th of June.

Hampton's reputation for warmth and light or medium breezes was badly tarnished, as a high and an adjacent low combined to make this part of the Mid Atlantic region one of the coldest places in North America. Instead of 85 Degrees F, it was 55! Wind was quite a bit more than normally experienced in Hampton, with 18-22 knots on the Friday and Saturday. Sunday's weather was slightly closer to normal, with 8-12 knots, and temperatures nudging into the 60s.

With many top East Coast teams loading their boats next weekend into a container bound for Long Beach and the North American Championship, the ECC was one of the last opportunities to test speed and boathandling prior to the NAs. Most - but not all - of the top East Coast teams attended.

Jim Englert's parents, owners of Hi-Tech Engraving, had done a beautiful job restoring the 505 East Coast Championship trophy - dating back to 1961 - and bringing all the engraving up to date. Hi-Tech Engraving also made some gorgeous keeper trophies, engraving the 505 line drawing on a plaque.

Thanks to Joe Hallissy and Clyde Winters for yet another great job as Race Committee, and thanks to fleet 8 for their hospitality in billeting almost all visitors.

WEST RIVER SAILING CLUB SPRING REGATTA MAY 3,4

Ali Meller

Who says it doesn't blow on the Chesapeake Bay? Thirteen 505s showed up for this annual Spring event at West River Sailing Club. Some people think the number 13 has mystical powers and may have influenced Mother Nature to vex the competitors with very strong winds

Bermuda... continued from last page.

Results... (we were all winners!). OK, if you must know: Henry Amthor/Doug Amthor, USA 8012, won all 6 races. David Stetson/Ali Meller (or Ali Meller/David Stetson) USA 7678, had 4 2nds and 2 3rds, good for 2nd overall. Barry Kuehl/Bruce Tilley, USA 8641, were 3rd.

John Wyles, who sailed part of the week with the Bermuda 505 contact, James MacDonald, ZIM 8438, was the fastest upwind in breeze, leading at weather marks in 2 of the 6 races, but two cap-sizes and a DNF due to crew injury pulled them down to 4th.

WEST RIVER SAILING CLUB SPRING 505 REGATTA

Allan Johnson

Thirteen 505s attended this annual 505 regatta in Galesville, MD on May 3,4. There were two new Waterats making their racing debut, and one Rondar from England making its U.S. Debut. Three races were held on Saturday in a 20 knot southerly after and hour postponement due to rain, 30+ knot breezes and threatening thundershowers. Ali Meller and Allan Johnson showed that practice helps with a 2,1,1. Mike Zani and Peter Alarie showed the same ability, but that it also helps to go wicked fast on the reaches, for a 1,2,2. Macy Nelson and John Fry showed 20+ years experience in the class and twenty knots is no problem, to post a 3,3,3.

Sunday the wind shifted around to the Northwest but did not diminish with a few recorded gusts near 30 knots. There were also some big lulls and huge shifts. It was not uncommon to think you were leading the race, to suddenly be in 5th, then suddenly be winning again. Race 1 had Barney Harris and Jesse Falsone (Team Spot) in the lead in their new green Waterat, only to lose it to Zani/Alarie and Meller/Johnson at the jibe mark. Zani/Alarie were looking good until their main halyard broke, essentially giving the race to Meller/Johnson with Nelson/Fry second.

The last race of the series and everybody wants to win it! A good tight race down to the jibe mark when the biggest puff of the day hits and four boats dump. Who's that in the lead now?? It's Gary

continued page 18

REGATTA REPORTS

out of almost all directions! Saturday we left the beach knowing the Thomas Point Lighthouse was reading a consistent 24 knots out of the south with gusts to 35. The sail back in on Saturday showed a consistent 30 knots out of the West/Southwest. On Sunday the RC boat was clocking 20 knots out of the Northwest at the dock in a secluded cove. Sunday's racing showed gusts to thirty from almost any northerly direction. Also big lulls! These were very trying conditions and not one race had thirteen competitors finish or even start.

Saturday


The sail out to the race course was about enough for most competitors. With rain, low visibility and gusty winds to 30+ knots and thundershowers forecasted, most boats stuck their nose around the point and edged into the Chesapeake Bay before wisely heading back to shore. After an hour postponement and a better forecast, 10 boats headed out again and we had three great races in 15-20 knots of breeze. The Stars and 470s that were supposed to be racing all called it quits at this point. Race one saw Mike Zani/Peter Alarie show great boathandling and reaching ability to win the race, after out hoisting Ali Meller/Allan Johnson on the first reach.

Race two was a battle all the way around the track between Zani/Alarie and Meller/Johnson. There were several lead changes on the beats, reaches and at marks. Zani/Alarie continued with their good reaching speed to overtake Meller/Johnson at the jibe mark, only to have Meller/Johnson jibe inside (and almost dump). Zani/Alarie led at the leeward mark, but Meller/Johnson won a drag race to the left side of the beat and held a half a boat length lead at the weather mark. Meller/Johnson found a better puff on the right side of the run to lead at the leeward mark and cover safely for the victory.

Race three the battle continued but the famous Macy Nelson/John Fry team joined the fray. A great exciting race

next page...

SUBMIT TO TANK TALK



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continued from last page

with good, tight reaches and all boats planing upwind as well. Nelson/Fry charged up into the race and capitalized on a poor takedown by Zani/Alarie when a huge puff forced everyone low on the 2nd reach. It looked like an easy victory for Meller/Johnson but this was a "OL" course with a finish downwind and here come Nelson/Fry and Zani/Alarie charging across the river in a huge puff. They closed the distance on the leaders, but Meller/Johnson held on for the victory with Zani/Alarie and Nelson/Fry finishing within 5 seconds of the winners.

It was great to see several new boats on the water including two green Waterats being sailed by Barney Harris/Jesse Falsone and Jim Englert/Thad Melton. Tom Price was out in his "new" Rondar, making its U.S. debut. Steven Brown recruited Allan Freedman to crew for him, The O'Briens were out of course, Bob Robinson was sailing "Force 5" with its new cored deck. Mark Freedman/Phillipe Goubault were out, as was Jonathan Phillips/Monty Schumpert and ?. Who is that in the white boat? None other than Gary Bodie/Kevin Eley! And crewing for Ken Elliott? It's Mark "Wheels" Wheeler! Talk about Class Stalwarts!

Sunday This was tricky racing in shifting, puffy conditions. Race 4 showed Harris/Falsone rounding the top mark in first (new boats are nice) with Zani/Alarie, Meller/Johnson close behind. All three boats jibed about the same time but Zani/Alarie picked the right lane and led at the leeward mark. What a wild beat with huge shifts that showed Zani/Alarie way ahead and then Meller/Johnson way ahead. At the top mark they were close to even but Zani/Alarie maintained their lead only to lose it when they rounded the leeward mark and their main halyard broke. This gave the victory to Meller/Johnson with Nelson/Fry second.

By the time Race 5 started, most of the fleet had the conditions figured out and we had a very close race. Meller/Johnson were very fast off the start line and had a commanding lead only to give most of it back trying to cover both sides in big shifts. As the fleet approached the jibe mark the big puff of the day hit and 4 boats dumped including Meller/Johnson and Zani/Alarie. Bodie/Eley sailed through the carnage into first place with Meller/Johnson recovering for second and Nelson/Fry in third. Bodie/Eley held on for the beat - courtesy of a nice shift on the right after Meller/Johnson had ground past them - and run, with Meller/Johnson very close behind. Up the final beat Bodie and Meller blasted right with Zani and Nelson blasting left. All four of these boats were looking like victors depending on the puff or direction of the puff. In the end it was Meller/Johnson at the line, Bodie/Eley second, Zani/Alarie third and Nelson/Fry fourth. Big Grins on everybody's face!!!

With the exception of Englert/Melton, who counted 3 1sts and a 2nd, and dropped a 5th, the final scores were very close. Meller/Johnson won the 12 point tie breaker over Amthor/Amthor to take 2nd, with Amthor's 3rd. Tim Collins/Bill Smith won the 14 point tie breaker over Phillips/Schumpert to take 4th, with Phillips/Schumpert 5th. Nelson/Mills were 1 point further back in 6th. Yes folks, that's 3 points difference between 2nd and 6th! Latane Montague/Robert Montague were 7th, just two points ahead of Mark Freedman/Phillipe Goubault in 8th.

A very interesting event. Jim Englert/Thad Melton, the lightest team in the regatta, were the fastest upwind in breeze, and handled the chop on Saturday very well too. Meller/Johnson managed to salvage 2nd overall after a disastrous Saturday, by finishing 3,1 in the Sunday races. Tim Collins/Bill Smith have completely reregged Rondar 8060. Almost every piece of wire running rigging has been replaced with spectra or vectran, including a vectran forestay; the boat looked great, and was going through the water very well too. A number of teams had Spiro pole launchers. Latane Montague, sailing with his cousin, was still figuring out his oak tanked Waterat (ex Englert/Melton, ex Nelson), but showed signs of developing some speed. Meller/Johnson (Saturday) and Nelson/Mills (Sunday) were experimenting with a new North mainsail, while Englert/Melton, Collins/Smith and Amthor/Amthor used Ullman/Danger mains. Jonathan Phillips' Waterat 7879 is now over ten years old. It was carefully sanded prior to painting, so may not have gained any weight. Apart from a little wear on the wooden centerboard case and aft thwart it looked like it came out of the mould yesterday. It seems as stiff as a new boat. If a boat looks like new, is down to weight, has not softened, and is well rigged, is it the same as a new boat?

Thanks to Bob and Glenda Bolmquist, Bill Beaver and several other members of the WRSC International Canoe fleet for doing an excellent job as Race Committee.

BRISTOL 505 REGATTA

Stergios Papadakis

Many Thanks to Bristol Yacht Club for providing us with an excellent sailing site, great sailing conditions, and a great race committee.

The Bristol Regatta on May 17-18 was a great success with 11 boats in attendance, up from last year's 7 even though some key northeast boats were unable to attend because they are out of the country. Ed. Competing in the Wilson Trophy - Team Racing - in the UK. The event was won by Team Pablo Picasso (Zack Leonard, Nick Trotman, Victoria Wadsworth, Josh Adams, Blaire Largay, and Megan Bohlen) - way to go!

Saturday started with wind around 20 Knots and overcast conditions. It was obvious that many of us were still shaking the cobwebs out for this early season regatta as a lot of us did some swimming and few people dared to fly their chutes. Two heavy air races were completed.

Sunday morning started with a 5-8 knot land breeze that offered marginal trapping at times for the first race. By the second race, the breeze had died further, and as the fleet was heading down the first reach, it died altogether and then went left about 90 degrees, turning the reach into a beat. By the time the boats reached the leeward mark, the breeze had gone back to its original direction, giving us another long beat in 2-5 knots. On the run the wind died completely, turning the race into an epic driftfest. As the fleet finally crossed the finish line, the RC suggested we stay out there as the sea breeze would surely fill in.

Sure enough, twenty minutes later, the sea breeze filled to a steady 8 knots, and a race was started. Just as the rabbit was passing the start buoy, the wind kicked up to about 18 knots in the space of 5 seconds, making skippers frantically try to depower their rigs just as they were ducking the rabbit. The cobwebs were all gone by this race, as chute after chute popped out at the windward mark for two screaming reaches. The fourth race was a full olympic course sailed in 20+, with the whole fleet starting on time at the rabbit and blasting full speed all the way around the course.

Welcome to newcomers to the class Mark Andrews and Ian Hopkins, who sailed their first 505 regatta, and welcome back to Ian Torrie and his crew after a long break.

Thanks again to our Race Committee: Will Pierce Ron Beausoleil Mike Lemieux

These guys did a great job! I'll definitely be back next year and I hope to see you there.

HAMPTON TRAPEZE REGATTA

Ali Meller

The Hampton Trapeze was held by Hampton Yacht Club, the May 17-18 weekend. Eight 505 teams participated. Jesse Falsone - who normally crews for Barney Harris in 8643 - drove Barney's new Waterat for this regatta with friend and 505 novice Bryan Russell on the wire. Steven Brown and Allan Freedman showed up for their 2nd regatta in 7573, the Parker Steven bought last fall. Greg Schuster turned up in gorgeous Parker-hulled Lindsay 6495, and sailed, but did not start any races. The famed Gary Bodie/Kevin Eley team, long time East Coast 505 stars and 7th at the '90 Worlds showed up in 8660, the Lindsay they have chartered for the spring regattas. Mark "Wheels" Wheeler - one of the top East Coast 505 sailors when he drove with Alan Kilgore on the wire - turned out for his 2nd regatta crewing for Ken Elliott in still mint condition Lindsay 7092, the boat he used to race with Alan. Jim Englert/Thad Melton had been practicing in 8645, their new Waterat, as had brothers Henry and Doug Amthor, winners of the Chesapeake Bay Champion of Champions regatta - Star Wars - and Bermuda Race Week

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from previous

within the past month.

Saturday conditions were perfect for 505s with winds of about 15 knots. Meller/Johnson had excellent speed upwind and crisp boat handling to win all four races. Steven Brown/Allan Freedman defeated one of the brand new Waterats in the first race and went on to finish every race, in this only their second regatta, despite conditions that saw several 505 capsizes and a very high attrition rate amongst the Hampton One Designs. Englert/Melton, Bodie/Eley and Amthor/Amthor split the 2nds between them, with Elliott/Wheeler fighting it out with them. One of the highlights of the day was Henry "Daddy" Amthor falling out the back of the 505 with the spinnaker sheet in one hand and the tiller extension (sans tiller and rudder) in the other. Henry, I doubt young Keaton was pleased with that performance.... or maybe she was....

After an incredible day of racing the fleet adjourned to Kevin and Sue Eley's home for an excellent BBQ, some good stories, and another Hampton creek cruise/crawl. Amazingly everyone was ready to race the next morning, but conditions failed to cooperate. After waiting two hours for wind, the RC was able to start a race in a very marginal trapezing breeze. Englert/Melton led around the first triangle, pulling away from heavyweights Meller/Johnson on the reaches, with Bodie/Eley very close behind. Meller/Johnson were trying a new North main, and were able to generate exceptional pointing upwind, which got them back within striking distance at the 2nd windward mark. A knotted spinnaker halyard delayed Englert/Melton's hoist, and allowed Meller/Johnson to get close enough for an intense gybing duel down the run to the finish. Shortly before the finish, heavyweights Meller/Johnson were able to get by lightweights Englert/Melton and held them off to the finish, protecting their string of wins. Despite excellent upwind speed putting them close to the lead at first windward marks, Bodie/Eley were a little off the pace on the runs, and lost the Amthors and Elliott/Wheeler in both of Sunday's races.

Meller/Johnson won a close 6th race over Englert/Melton, who consolidated their hold on 2nd overall. Star Wars and Bermuda Race Week Champions Henry and Doug Amthor were 3rd, Bodie/Eley were 4th, Elliott/Wheeler 5th, Falsone/Russell 6th, and Brown/Freedman 7th.

As always, the HYC Race Committee did excellent work, getting 6 races in despite no wind on Sunday morning. All out of town 505ers were billeted at the Amthors - Thanks for all the beer, Henry!

HOOVER SPRING REGATTA

Geoff Cashman

The 1997 505 Hoover Spring Regatta was a rousing success! We had more boats at this regatta than we've had at Hoover in quite some time. In all, 14 boats were at this regatta.

Winds were great on Saturday, with a consistent breeze at 15kts out of the northwest with gusts hitting up to around 20kts, sometimes a bit more. I had just purchased a 505 the night before and was very eager to get into my first race with her, but a Waterat got in the way of my plans when it hit our boat, and my crew got mashed. So, the boat went up on land for the remainder of the day and I saw four of the five races on Saturday from the committee boat.

Saturday featured 5 races, numerous capsizes, and lots of fun! All races were set as triangle, windward, leeward, windward finish. Graham led almost every race, though in one race Ki Kaiser managed to keep Graham behind him until the downwind run. Even then it was close. Ki played the side of the course where wind had been all day, and Graham split off to the right side looking for wind, and as if nature answered only to Graham, a nice puff filled in on the right side and off Graham went. At the windward mark, Graham was behind by 9 seconds. By the leeward mark he was ahead, and finished the race 4 seconds ahead of Ki.

Races for second place were generally pretty close, with lots of changes. Several boats showed good speed on the reaches. Though it certainly would have been more fun being on a 505 in these winds, we did have a good time watching from the committee boat. On one

particular reach in a very nice puff, Graham could be heard clear across the lake letting out a whoop of sheer joy as he and Mark Koenig blasted off on a 3 sail reach. One of the race finishes featured a very, very close finish between two boats vying for 5th (?) place. The boat that beat out the 6th place finisher won by the narrowest of margins, with the crew out on the trap being the first part of either boat to cross the line.

It was apparent that many sailors were shaking off the rust from the winter. One boat forgot to put their drain plugs into the boat before launching, and after a capsiz had some difficulty in getting the boat dry. In fact, they kept getting lower and lower in the water. The committee head saw this, and commented "Dive! Dive! Dive!" They did manage to straighten things out though and sailed well after that.

Saturday evening the entire fleet was invited to dinner at a 505 sailor's house nearby. Food, drink, and good times were had by all. Later in the evening, we made use of the massive television they had (I'd guess it was a 45" screen) and played a tape showing Aussie-18 racing. Thanks to Carol Alexander, we also got to see some videotape of the 505 sailing earlier in the day. Special thanks to our hosts for this party. It was really wonderful. Those same hosts also cranked out french toast on Sunday morning and brought it down to the club for everyone. Is that hospitality or what?

Sunday morning showed promise of bringing a warmer, if less windy day. Winds had shifted around 90 degrees or so and had fallen off to about 10kts. Much to my extreme surprise, my crew said he was ready and willing to go sailing. We played it safe in both races on Sunday, not being terribly aggressive. Neither of us felt comfortable with the boat yet, and my crew was still sore from the accident, and was not very flexible. So, the view from the back of the fleet showed Graham leading again for both races, with a tight pack in the 2nd to 7th or so places. Racing appeared to be neck and neck in many situations with positions being rapidly changed yet again. We managed to break the lower gudgeon on our rudder and had to drop out of the second race. Heading back into the dock under tow, we looked back and saw that Graham had finished and was heading back our way. By the time we got back to the dock, Graham had managed to close the gap by about half, moving much faster than we were under tow!

In all, there were 7 races with one throwout. Graham and Mark won every race and had to throw out a first place finish! Point totals were very close throughout much of the standings with only a few points separating many spots. Ki Kaiser and John Badtke finished with 14 points, and Dylan and Mike Breton finished third with 16.

It was really a great regatta, certainly one of the best in recent years in the region. Lots of boats, lots of people, great racing, good winds, and great hospitality made for a great combination.

I never cease to be amazed at the receptiveness and overall camaraderie of the 505 class. I'm now beginning my 3rd year in the class and am still stunned by the willingness of everyone to help out where needed, without hesitation. A clear example of this was shown even before my crew and I had gotten to the lake on Friday evening. The boat I purchased was at the house of the soon-to-be-ex owner, approximately 2 miles away from the lake. After we'd been at this house for a bit, another 505 sailor, Jim Tuten, showed up. I hadn't spoken to him since last year. But, he was the 2nd owner of this boat, before the guy I was buying from, and wanted to make sure everything was going ok and also helped us transport some of the gear to the yacht club. I sincerely hope I never take such helpfulness for granted.

ST. FRANCIS SPRING DINGHY 1997

Mike Martin

The St. Francis Spring Dinghy Regatta was held over Saturday and Sunday the 15 and 16 of March. We had a poor turnout of only 10 boats however, very tight racing. The city front served up challenging conditions with stronger than normal current that was changing all the time. The wind was from a typical westerly direction on Saturday and very shifty and from the South with periods of rain on Sunday.

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REGATTA REPORTS

from last page

Bruce Heckman and Jeff Miller got off to a good start on Saturday winning the first two races. In race 1, Jim Waters and Ashley Tobin took second followed by Craig Perez and Steve Smith who were sailing fast with their new Danger Main. Race 2 was the return of "DA FAT BOYZ" Dave Shelton and Bruce Edwards, finishing on Heckman & Miller's heels after a heated battle. In race 3 the current had come more consistent favoring the dumb speed of Mike Martin and Howard Hamlin who won the race over Heckman and Miller.

The stormy conditions in combination with strong current on Sunday made for tricky sailing. Martin and Hamlin won race 4 in a tight battle with the DA FAT BOYZ and Heckman and Miller right behind. In race 5 Heckman and Miller lead at the first mark but Martin and Hamlin found the miracle puff on the run to open up a 300 yard lead. It was a tight regatta going into the last race, with Martin and Hamlin only 2 points ahead of Heckman and Miller. DA FAT BOYZ took the early lead with Heckman and Miller and Martin and Hamlin not far behind. On the first run Mike and Howie shredded their chute in half on the drop. On the second run Bruce & Jeff passed Dave and Bruce for the lead. This would give them the regatta. However sharp sailing on the final beat on the part of Dave and Bruce allowed them to pass Bruce and Jeff, win the race, and give Mike and Howie the regatta win. (thanks Fat Boyz).

Jamaican 470 Star Andy Gooding stepped into a 505 for the first time with Steve Bartz, and had a good weekend even leading one race until sailing to the wrong mark, OOPS. Andy Wiesner and Tom Look were sailing rebuilt 3246. It looks stunning. If you did not know better you would think it was a brand new boat. Most improved award goes to DA FAT BOYZ Dave Shelton and Bruce Edwards who won the last race, and finished third overall. This is a big improvement from the Southern California mid winters where they finished last.

505 SOUTHERN CALIFORNIA MIDWINTERS

Mike Martin

On Feb. 15,16 we held the Southern California Midwinter regatta at Alamitos Bay Yacht Club in Long Beach CA. We had a small but extremely competitive fleet of 10 boats. The weather was shitty. Although warm, it was cloudy and very light breeze both days. Total trap time was about 30 seconds. Mike & Howie topped the fleet with four 1st and a 2nd. Bruce Heckman & Jeff Miller finished on their heels in second. Third overall went to rising stars Uli Coblenz and Dan Thompson. Other competitors of interest were Olympic Laser sailor Nick Adamson sailing with Bruce Tilly, and "Team Transplant" Mike Smith of East Coast fame sailing with Johan Backjin who just relocated to Sacramento from Sweden.

Racing was tight and light. the series started in about 1 knot of breeze for the first race. Urs Rothacher from Switzerland took an early lead only to be passed by Bruce Heckman & Jeff Miller at the top mark. Jeff went on to win the race. Subsequent races were in 5 to 8 knot light conditions. Bruce and Jeff usually took an early lead but Mike and Howie were able to pass to take honors at the finish line. An indication of the quality of the fleet is shown by the Results of Dave Shelton & Bruce Edwards finishing DFL. This Team has finished in the top 5 at the worlds several times. Pretty Stacked Fleet Eh?

CALIFORNIA MIDWINTERS, LONG BEACH IN FEBRUARY

Pos #	CREW	DRIVER	R1	R2	R3	R4	R5	TOTAL
1	7771 MIKE MARTIN	HOWARD HAMLIN	2	1	1	1	1	5
2	7875 BRUCE HECKMAN	JEFF MILLER	1	3	2	1	2	10.75
3	6992 ULI COBLENZ	DAN THOMPSON	3	2	3	2	4	14
4	7201 DON SMITH	STEVE FLAM	4	5	4	9	3	25
5	8593 MIKE SMITH	JOHAN BACKJIN	5	8	5	6	6	30
6	8411 BRUCE TILLY	NICK ADAMSON	8	7	7	4	7	33
7	7153 LARS ROTHACHER	URS ROTHACHER	10	6	6	7	5	34
8	8084 ROB WATERMAN	THAD LIEB	6	4	10	5	10	35
9	8265 MEAD HOPKINS	PAT ANDREASEN	7	10	9	8	8	42
10	8616 DAVE SHELTON	BRUCE EDWARDS	9	9	8	10	9	45

505 SPRING REGATTA, WEST RIVER SAILING CLUB

No.	SKIPPER		R1	R2	R3	R4	R5	TOT	PLACE
8263	ALI MELLER	ALLAN JOHNSON	2	1	1	1	1	6	1
8191	MACY NELSON	FRY JOHN	3	3	3	2	4	15	2
7318	MIKE ZANI	PETER ALARIE	1	2	2	DN	3	22	3
8643	BARNEY HARRIS	JESSE FALSONE	6	5	4	5	5	25	4
7092	KEN ELLIOTT	MARK WHEELER	5	4	6	6	6	27	5
8645	JIM ENGLERT	THAD MELTON	4	7	5	4	DN	34	6
8660	GARY BODIE	KEVIN ELEY	DN	DN	DN	3	2	47	7
8015	JONATHAN PHILIPS	MONTY SCHUMPERT	8	6	DN	7	DN	49	8
7776	BOB O'BRIEN	BETSY O'BRIEN	7	DN	DN	DN	DN	63	9
8351	TOM PRICE	ROB WILSON/DOUG LOUP	DN	DN	DN	DN	DN	70	10T
7573	STEVEN BROWN	ALLAN FREEDMAN	DN	DN	DN	DN	DN	70	10T
7569	BOB ROBINSON	KOSLOWSKI	DN	DN	DN	DN	DN	70	10T
8058	MARK FREEDMAN	PHILLIPE GOUBALT	DN	DN	DN	DN	DN	70	10T

WEST RIVER SILING CLUB REGIONAL

No.	SKIPPER/CREW		R1	R2	R3	R4	R5	TOT	PLACE
8645	JIM ENGLERT/THAD MELTON		1	1	1	5	2	5	1
8263	ALI MELLER/ALLAN JOHNSON		2	7	6	3	1	12	2
8012	HENRY AMTHOR/DOUG AMTHOR		4	5	2	1	6	12	3
8060	TIM COLLINS/BILL SMITH		DN	2	3	6	3	14	4
7879	JONATHAN PHILLIPS/MONTY SCHUMPERT		5	3	5	2	4	14	5
8191	MACY NELSON/MIKE MILLS		3	4	4	4	5	15	6
7346	LATANE MONTAGUE/ROBERT MONTAGUE		7	6	7	8	7	27	7
8058	MARK FREEDMAN/PHILLIPE GOUBALT		6	8	8	7	8	29	8

BRISTOL 505 REGATTA

PLACE	TEAM	No.	FINISHES	POINTS
1	TYLER MOORE AND SCOTT IKLE		8629	1 2 2 3 1 11
2	NEAL FOWLER AND DAVE DYSON		8083	2 1 1 6 1 2 13
3	TIM COLLINS AND BILL SMITH		8060 (7771 ON SAIL)	4 4 3 1 2 4 18
4	TOM KIVNEY AND TODD JOHNSON		8194	3 3 5 3 4 3 21
5	STERGIOS PAPADAKIS+MARK ANDREWS (ns)		7199	7 5 6 10 5 5 38
6	CHRIS MUSELER+ANDREW CROCKER (NB)		8240	DNF - 4 5 6 6 43
7	IAN TORRIE AND ??? (ns)		CAN 7150	6 - 9 4 8 DNF 49
8	JOHN WYLES AND IAN HOPKINS (ns)		8438	DNF - 7 7 7 7 50
9	BARRY KEUHL AND CHRIS (NB)		8641	5 - 8 9 9 DNF 55
10	DAVE CHATHAM AND GEOFF		8024	DNF - - 8 - - 63
11	BOB EDENBACH AND ??		8059	8 - - - - 63

HOOVER REGATTA

TEAM	NUMBER	1	2	3	4	5	6	7	TOTAL
GRAHAM ALEXANDER/MARK KOENIG	US7685	0.75	0.75	0.75	0.75	0.75	0.75	0.75	4.5
KI KAISER/JOHN BADTKE	US7684	2	2	2	5	2	3	3	14
DYLAN BRETON/MIKE BRETON	US6985	4	3	3	3	3	2	2	16
JIM TUTEN/???	US7857	7	5	5	2	5	5	8	29
DAVE STETSON/???	US7790	3	4	4	DN	10	4	6	31
BARRETT RHOADES/ANDREW GASSMAN	US4379	6	8	8	9	DN	8	5	44
JIM COLEGROVE/CHRIS COLEGROVE	US6797	DN	6	6	6	8	10	11	47
CAROL ALEXANDER/???	US4593	DN	DN	DN	4	4	7	7	48
ANNIS/???	US6663	8	9	7	11	6	13	9	50
T. GESSING/ADAM GESSING	US7605	DN	DN	10	8	9	6	4	52
PHIL TERMAN/SUSAN BADTKE	US4380	5	7	9	7	DN	14	13	55
BOB ALEXANDER/PETER GOETZ	US5759	DN	DN	DN	10	7	11	12	65
MIKE GOLDSTEIN/CHRISTINA RHOADES	US7356	DN	DN	DN	DN	DN	9	10	79
GEOFF CASHMAN/CHRIS JACKSON	US6660	DN	DN	DN	DN	DN	12	DN	86

ST. FRANCIS SPRING DINGHY

PLACE	NUMBER	CREW	DRIVER	R1	R2	R3	R4	R5	R6	TOT	DROP
1	7771	MIKE MARTIN	HOWARD HAMLIN	YMP	3	0.75	0.75	0.75	3	9.55	6.55
2	7875	BRUCE HECKMAN	JEFF MILLER	0.75	0.75	2	3	2	2	10.5	7.5
3	8616	DAVE SHELTON	BRUCE EDWARDS	5	2	3	2	3	0.75	15.75	10.75
4	7611	CRAIG PEREZ	STEVE SMITH	3	5	4	4	5	DNF	32	21
5	8593	MIKE SMITH	JOHAN BACKSIN	8	4	5	5	4	6	32	24
6	8554	STEVE BARTZ	ANDY GOODING	4	6	7	6	6	5	34	27
7	6932	JIM WATERS	ASHLEY TOBIN	2	7	8	8	7	4	36	28
8	8265	KEN RICHARDS	CRAIG COLLINS	9	8	10	7	8	8	50	40
9	7359	MOONDOG	GARY RUGGLES	6	9	6	DN	DN	DN	5	43
10	3246	TOM LOOK	ANDY WEISNER	10	10	9	9	9	7	54	44

Tank Talk
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To:

