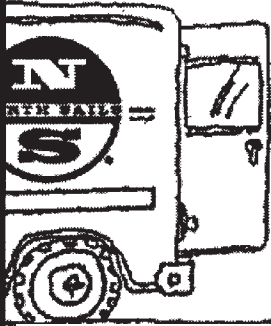


# TANK TALK

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

Fall 1997





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Peter Mignerey, mignerey@cais.com

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## From the President:

Hello all.

It has been a year since I took office, and in reflection it was a good year for the 505 class in America. Lots of boats have been bought and sold and there are many new faces in the fleet. Regatta participation was up especially on the east coast. The North American Championships was a great regatta with a good showing from the east coast thanks to Sealand sponsoring the regatta with a free container. In tight racing Peter & Mike Zani did a great job to take the title. At the AGM we elected in a new VP, Nick Trotman, and Secretary Jesse Falsone. I think this new young blood will bring some good fresh ideas to the class. The US had an excellent showing at the World Championships in Denmark. We had 6 USA entries, 3 boats finish in the top 10, and Howie and I almost won. (see worlds report by Allan Johnson)

As we look to the upcoming year we all have a big task, and that is the 1998 World Championships In Hyannis, Mass. As host country, every member of the class is responsible for making this a great event. So do not wait to be asked to help. If you have a potential sponsor, or have a good idea, or if there is anything you can do to make this a better event, contact Tom Kivney or Tyler Moore, they can direct you to the correct person in charge. Let's make this event one that people will strive to match in the future.

Addressing issues closer to home. We have many new faces, and many old ones that we don't see much of. We all have 505s because they are fun to sail so lets get everyone out sailing. Sometimes all you have to do is call someone to get them motivated to go to a regatta. So if there is someone in your area who needs a boost to get them out on the water, give that boost. We will have more boats at our regattas and more people having fun.

---

## EDITOR SPEAK:

Hi all. The changing of the guard has occurred, and I am now the official Tank Talk editor. Before I get too far, I think we should all give a heartfelt thanks to Bryan for diligently producing and distribution TT for the last few years. I naively thought that after all of his hard work, putting together one of these things would be a breeze! Oh Boy, was I wrong! The layup is not that difficult, the work is getting the submissions from all of you.

As I told folks when I took the job, my goal is to get TT in your hands 3-4 times per year. I will not wait around and plead for submissions before I send something out. I feel that it is more important to deliver something to you that is 90 % complete rather than delay for months waiting for that last 10%. This being said, I would appreciate it if anyone who wishes to submit something to TT get it to me, in any form, by the scheduled deadline date. This way, I can man-

The next issue is communication. the internet and e-mail has vastly increased the speed to which information can be dispersed. This is a tool that we use quite well, but we must remember that everyone is not on the internet, and we still need to use conventional methods of dispersing information. This includes Tank Talk, so be sure to supply Scott with lots of good articles and regatta reports. local news letters are terrific. Bruce Edwards puts out a news letter a couple times a year with updated schedules, and regatta results, they keep everyone in the area up to date on local events. The telephone is another great invention. You do not have to be a regional coordinator or Fleet captain to get on the phone and call a few people to let them know when something is going on.

I hope to see all of you at regattas around the country.

President Mike



age my time to get you the copy on time. This being said, the deadline for the next issue is **DECEMBER 19**. I will be asking a few of you for specific input, but everyone is encouraged to contribute!

Please send Notice of Regatta for the major regattas (PCC, ECC, MWC, NA, Worlds, etc.). I would like to include all of these for the Winter issue. The focus for Winter will be Maintenance and Training. So stay tuned for more!

## *SEND PICTURES!*

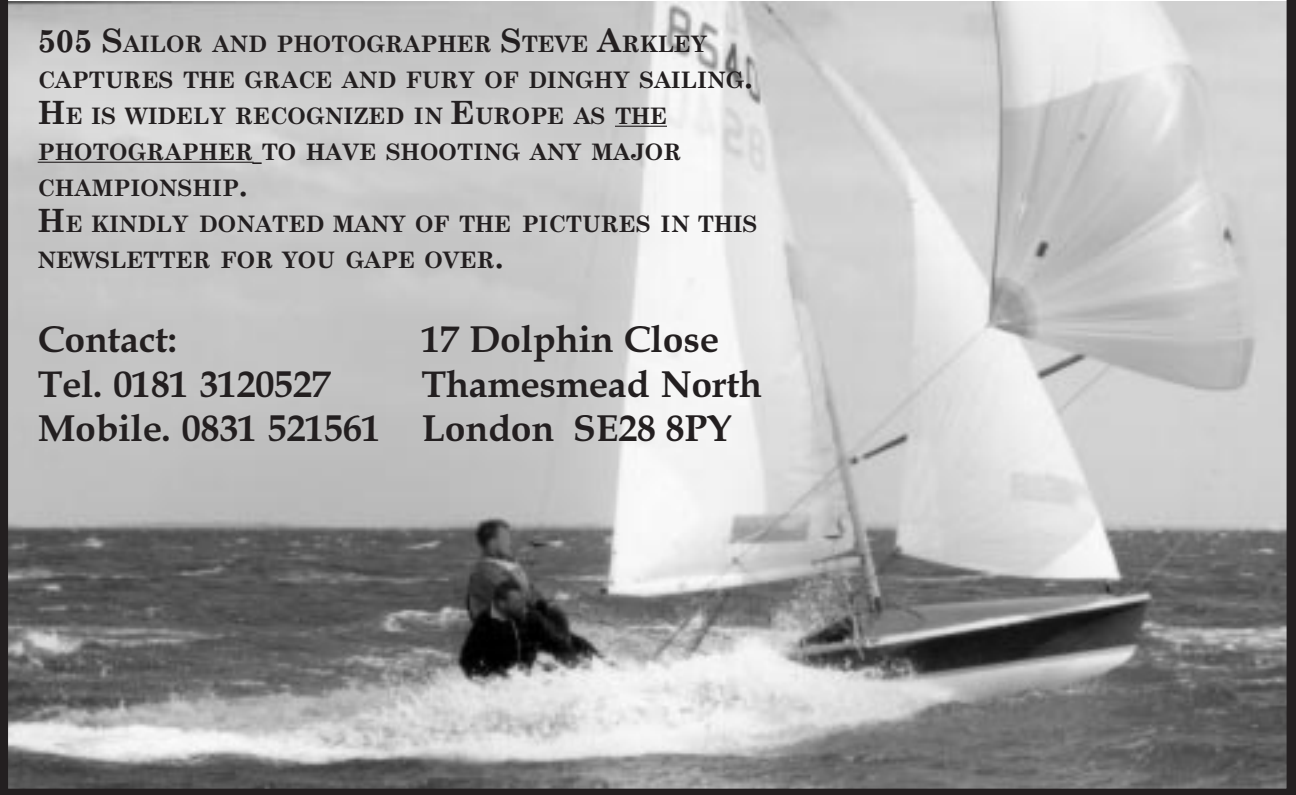
# SAIL SHOTS

## MARINE PHOTOGRAPHY

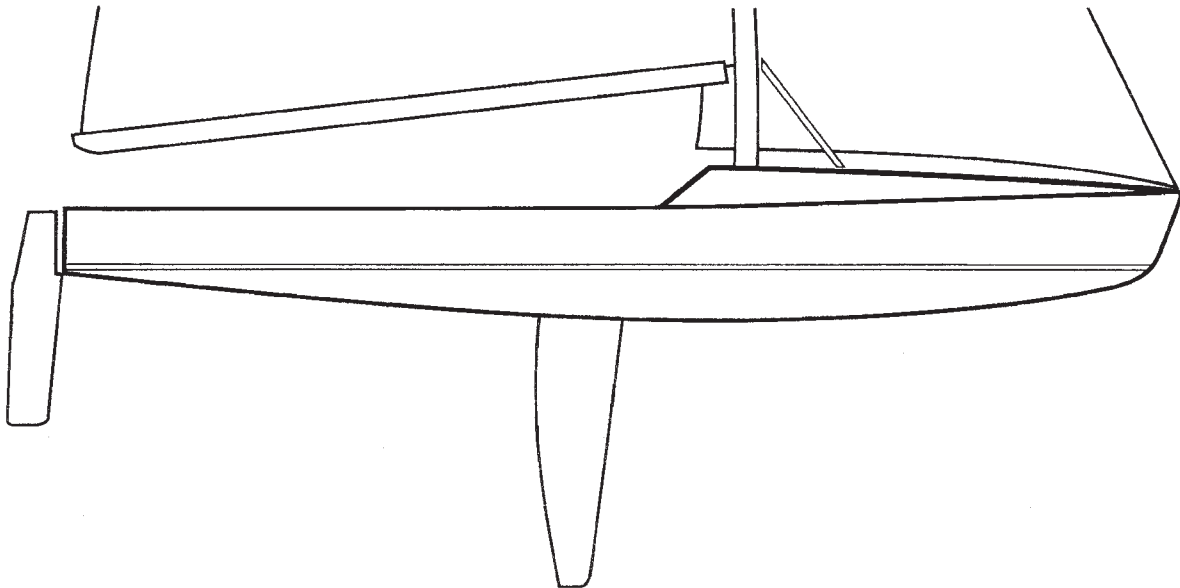
Class Secretary Tim Scairsbrick & Ian Swainston rip downwind at the U.K. Nationals

505 SAILOR AND PHOTOGRAPHER STEVE ARKLEY CAPTURES THE GRACE AND FURY OF DINGHY SAILING. HE IS WIDELY RECOGNIZED IN EUROPE AS THE PHOTOGRAPHER TO HAVE SHOOTING ANY MAJOR CHAMPIONSHIP. HE KINDLY DONATED MANY OF THE PICTURES IN THIS NEWSLETTER FOR YOU GAPE OVER.

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## "EIGHT HUNDRED BUCKS AND SHE'S YOURS"

The opening scene is a launch ramp at the Naval Seaplane Base in Oak Harbor. Two people, skipper and crew, chins in hand stare confusedly at an array of brightly colored rope spagettied in the bottom of the robins-egg blue decked dinghy. There was an objective (albeit unknown to observers hereto believing the motionless pair to be an example of public funds used for arts in the community): to step the mast, untangle and understand the controls, preferably before dark descended. Trial and error for two chilly hours provided a solution the two people ignorantly believed to be adequate.

Launch time sees the skipper agonizingly watching the slow precarious struggle by the crew to slip the hull off the trailer while staying dry. Deciding she has wasted enough time waiting for this otherwise simple procedure to complete itself, the skipper determinedly marches into the 49 degree water waist deep. Now was the time to get serious. Centerboard shoved down, rudder on and a quick row at dusk to a rotting slippery dock assigned to the dinghy fleet. The boat was semi-ready for tomorrow's "run-what-ya-brung" get together. Were the players of this game?

Nine o'clock a.m., with sail slung over shoulder, sheets in hand, skipper and crew battle against the 25 knot South-easterly to their ride. Sails are hoisted (not without a

struggle), and adventure waited. Naturally not anticipated after casting off, was the gust that threw boat and crew into the pilings, grinding along the sealife colonizing the creosote timbers. Fending off with soft skin meant that blood now mixed with the fluorescent rope, baby blue gelcoat and families of midnight black mussels floating at the sailors feet. Again, and again Force 6 bursts pound them into the pilings, the mast tangling in the beams of the abandoned and deteriorating marina.

From out in the bay the race chase boat is called in to rescue the bleeding, bruised and panicked sailors. They're gingerly pulled out yards away

from solid objects to compose themselves and get down to the real business of sailing.

A 505 is a high bred, born-to-run boat and small craft warnings are not a good environment for rookies be they panicked or not. The "get in, cast off, and hang on" method of piloting leads to plenty of hairy, on the edge predicaments. Just how far can these boats heel before going over? How many times can you get to that point before luck runs out and you're taking a swim? Can I remember how to swim? Will the next time I surf down the front of a 6 foot swell at what's gotta be 100 miles an hour be my last time? When does this cease to be terrifying and become fun?

Actually, when the launch induced trembling stopped, fear gradually dissolved into a mild case of apprehension. This skipper had serious doubts about the ability to get in touch with such a thoroughbred boat. "Eight hundred bucks and she's yours." On shore still thoroughly wet and shaken (not stirred), skipper and crew discover hardware and miscellaneous fittings pulled out of the blue deck. The skipper realizes then that this experience was more than likely not the norm and instantly erased the day's lessons earnestly believing in the proverbial snowballs' chance...

-- Sue (location unknown)



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# NORTH AMERICAN REGATTA SCHEDULE

Date	Event	Venue	Contact
September			
6-7	EBOC closer	Jerico Sailing Club, Vancouver, B.C.	Terence Reynolds
13-14	Fleet Four Regatta	Nepean Sailing Club, Nepean, Ontario	Marg Hurley
13-14	West River Mid-Atlantics	West River SC, Galesville MD	Macy Nelson
18-21	Hyannis pre-preworlds	Hyannis Yacht Club, Hyannis MA	Tom Kivney
19-21	Europa Cup England (Hayling)	HISC, Hayling Island, England	Simon J. Lake
20-21	Sandusky, Ohio/Fall (Midwest Championship)	Sandusky Ohio	Graham Alexander
20-21	Pacific Coast Championship	Richmond YC, Richmond, CA	Craig Perez
27	Treasure Island YC -SBRA	Where? CA	Steve Bartz
27-28	505 Champs	British Columbia, Canada	
October			
4-5	IUYC 2nd Annual Hoosier	Bloomington, Indiana/Lake Lemon	Mike Goldstein
4-5	Carl Miller Regatta	West River SC, Galesville MD	Macy Nelson
4-5	SCC Endless Summer	SCC, Houston, TX	Scott Mackay
11-12	Pumpkin	Fanshawe, London, Ontario Canada	Graham Alexander
11-12	Nashville, Tenn/?	Nashville, Tenn/?	Graham Alexander
11-12	AYC Fall Regatta	AYC, Austin, TX	Scott Mackay
11-12	Sandy Hook 505 Regatta	Sandy Hook, NJ	John Wyles
November			
1	Halloween	Alamitos Bay Yacht Club, Long Beach, CA	Mike Martin
1-2	LCYC Wurstfest Regatta	LCYC, New Braunfels, TX	Scott Mackay
22-23	Turkey Day	Alamitos Bay Yacht Club, Long Beach, CA	Mike Martin
December			
	RYC Midwinters	Richmond, California	Steve Bartz
January 1998			
2-4	Florida Midwinters	St. Petersburg Sailing Center, FL	Ethan Bixby
September 1998			
12-25	World Championship North American Championship	Hyannis YC, Hyannis MA	Tom Kivney

## Regatta Contacts

	E-mail	home	work	fax
Matt Sanders	FiveOhFive@aol.com	408 427-1721	408 761-4427	408 761 4427
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Marg Hurley	mihurley@revcan.ca	613 820-7618	613 954-8472	
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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

## Legend:

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

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

USA 3506; Parker (built in early 1969); launcher; hull in fine shape, mahogany deck was restored last year. Two sets of sails (1) new Pattison Main and (1) new Pattison jib (main and jib only used 10 to 12 times). Spinnaker is ok; Proctor spars; Trailer recently rebuilt also. No covers, standard blades. Mitchell Moore, mmoore@webster.com, (503) 524-3595 H and (503) 631-2101 W. Portland OR. Asking \$1,900 obo

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 4153; Rondar (built in 1971), Proctor spars, home-made centerboard, standard rudder, new Pattison main, (2) older jibs, (1) spinnaker, no covers, trailer. Have re-enforced hull stress points, tanks air tight, new lines throughout. Asking \$1,600 OBO. Phone (503) 245-2073 H, Kelly Thornton, Portland, OR

CAN 4925; 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 centerboard 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! further information and photographs. 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 5016; ?????; main, jib and spinnaker; trailer and hand dolly; kajill@aol.com; Asking \$2995; 407 678-4210 Orlando FL

USA ??? Ballanger (1973); launcher boat; two part trailer, cover, mast, boom and rigging but no sails; lots of hardware; \$375 or make offer; quick sale desired; boat is in San Diego area; great project boat; please phone Tom McKinney at (760) 741-8679 (evenings) or (619) 699-5542 (days) or e-mail to tjm@luce.com.

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.

USA ??? 76 Rondar, Hull #?, all glass, Proctor Spars, standard blades, no cover, trailer with new tabs (lights work!), two sets of old sails and two old chutes, one set of nice crispy new sails and a chute only used a couple of times in Seattle—not on the Bay. Location: Berkeley. \$2,250. Please contact Eric by e-mail: renoir@renoirinc.com. Phone: 415-921-3468.

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

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@ncn.net (Rusty Witwer) 916-274-1813.

USA 5849; Rondar, Proctor spar, spinnaker launcher, nicely arranged, solid boat, full set Dewitt sails, includes beach dolly, road trailer. Ready to sail and trail. \$1800 Rich Mertl tel.(425)831-6720, fax(360)538-1180 E-mail Xinyanz@eskimo.com Seattle - Leschi, Lake Wash.

USA ???; 76 Rondar, Hull #?, all glass, Proctor Spars, standard blades, no cover, trailer with new tabs (lights work!), two sets of old sails and two old chutes, one set of nice crispy new sails and a chute only used a couple of times in Seattle—not on the Bay. Location: Berkeley. \$2,250. Please contact Eric Kortman by e-mail: renoir@renoirinc.com. Phone: 415-921-3468.

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

## Decent Used Racing Boats, and Super Boats

USA 5859; Parker-hulled Lindsay; bags and launcher; mahogany foredeck and spruce tanks; newly varnished wood, yellow gelcoat has not a scratch on it newish Tomco trailer with carpeted gunnel supports. The rigging is fair with three sets of sails including spinnakers, one set in great condition. It is all original except for the alloy Procter D spars. I do have the original boom and spin. pole though. The deck cover is somewhat tattered, but still works great. Brad, TW761@aol.com, Morro Bay, California

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, jjjbeach@abq.com near Albuquerque, New Mexico (NM).

USA 7155; Ballenger launcher, kledgecell core, stiff and down to weight. Very low mileage, excellent condition, always stored indoors. Double pole spinnaker launcher system plus extra spinnaker pole. Custom blades, lots of sails. Good NA trailer. Asking \$4,200. Jason Spiller 408 253-2588 (h), Cupertino CA.

USA 7347; Waterat wood look; Bag boat, 2 masts Procter Epsilon and D, newer foils, Top and Bottom covers minimum wt. Trailer and two set of good sails. Boat is for sail so that I can update to a Rondar. Asking \$6750, will help with delivery if needed. Bruce Smith H 612-645-0582,

*Continued next page*



# MAINTENANCE

During a recent outing I had the unfortunate experience of discovering the lack of water tight integrity in my 505. I was participating in a regatta in central Texas during an unusually breezy weekend. Although I have owned US 7320 since it came out of the mold in the late 70's, I have used the boat very sparingly and had never been concerned with leaking tanks.

I purchased the boat in kit form - hull, tanks, bow launcher, and assorted rigging. Included in the purchase was a polyester based bonding putty to glue the components together which I liberally applied to the hull/tank joints. The putty dried to a hard, and very brittle substance as I was to discover years later. As an extra measure of strength I also applied a layer of fiberglass tape on the interior seams.

It appears that years of sitting in the heat and cold as well as a recent sail where the boat beat up against a dock while I sat out a sudden squall, took its toll on the joints. In the aforementioned regatta I was sailing upwind shortly before the start of the first race. When I tacked the helmsman experienced a momentary infliction of extreme incompetence and failed to complete the tack. As a result, the helmsman (me) and crew found themselves on the leeward side of the boat in 25 knots of wind. This was quickly followed by the yells of "OH SH#%" and the sound of the sails and myself simultaneously hitting the water. My agile crew had managed to jump over the rail onto the centerboard while I floundered around below him. As I swam around the stern I heard a loud bubbling sound. I turned around to see almost the entire leeward tank emitting large air bubbles as it disappeared under the water.

My first thought was that the inspection ports had popped out but a quick check ruled out that possibility. I immediately joined my crew on the centerboard but by this time the water line was at the centerboard trunk and rising. Over the next ten minutes the boat slowly sank as all three tanks filled with water. Fortunately I had placed blocks of foam under the deck before the final assembly and this was sufficient to keep the boat afloat (barely). After a slow tow to shore, we were able to gradually pull the boat up on the bank as the water drained from the tanks. An hour and a half later I was blast reaching back across the lake - straight to the dock.

Once the boat was on the trailer, I discovered that almost half the length of the port side (the side that went down first) had sheared at the hull/deck joint. The old bonding putty had cracked loose in the joint thus allowing an open seam for water to enter. I also discovered numerous places on the interior seams where water was trickling out of cracks and voids in the joints.

I am now in the slow and agonizing process of removing the

old fiberglass tape and bonding putty. This involves chiseling and grinding out the putty in all of the joints. Once this step is finished, I plan to reattach the tanks to the hull with 5200 adhesive. This should allow for a strong bond, excellent gap filling properties, some flexibility, and most importantly - water tight integrity. I will also take the additional step of pressure testing the tanks with an air pump and soapy water solution. If all goes well, I might actually make it to the starting line next time.

Robbie Van Landingham

US 7320



*Boats for sale continued*

CSmith.at.csomstudent@csom.umn.edu. St. Paul, MN.

USA 7613 ; 1983, Kyrwood; launcher; Proctor spars; all glass, all Harken, hydraulic stays, comp blades, top and bottom cover; 3 suits Pattison; 1 suit Hood; 3 Pattison chutes; measurement certificate; 1986 trailer. \$3800 obo: Dave Detra (303) 456-7167(H); (303) 236-1804(W) or psdetra@lynx.csn.net (Pamela Svendsen Detra); Arvada, Colorado.

USA 7678; Parker; SOLD!

USA7790 ; 1985 Parker 24, Bags. 2 masts: Proctor D, Proctor Epsilon rigged for double trapeze; 2 rudders: Waterat, original Parker; 2 centerboards: Phil Milanes, original Parker, both jibbing; two mainsails, three jibs, three spinnakers: one suit and two spinnakers are less than 2 years old; all are North except that one jib is Ulmer/Kolius. Decent top cover, adequate bottom cover (somewhat ratty); Rapide combi trailer. \$4000 negotiable. Available for immediate sale. David Stetson, Home phone: 614 459-4178, E-mail stetson.1@osu.edu. Owner buying late model Rondar 505 from the UK.

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

USA7874 ; Waterat. John Gilmour, Northern CA

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, trailer, \$5800. Steve Anderes 408-252-7153. (Debbie Anderes e-mail is DAnderes@worldnet.att.net).

*Continued next page*

## Boats for sale continued

northern California

CAN 7951; Parker; bag; good North sails, brightest spinnaker on the lake!; D mast with spiro pole launcher; trailer/dolly combo; top cover, and all equipment ready to race; \$5500 Canadian (that is \$4000 U.S.); Rick Leir 613-828-8289 rleir@igs.net. Ottawa, Canada.

USA 8060; Rondar; launcher; North sails; two Proctor D masts, Proctor boom; Milanes & White carbon reinforced gybing centerboard; re-built, extensively re-rigged in 1996/'97, replacing all running wire with Vectran. Lots of gear, Rapide trailer and trolley. Low mileage, excellent condition, good racing record (won a race at the '97 NAs!). Tim Collins 401 294 7978 (h) 617 934 7585 (o)

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.

# MINUTES OF THE 1997 505 AMERICAN SECTION ANNUAL GENERAL MEETING:

## I. Current Status of the Class

**A. President's Comments** - Mike Martin commented that the 505 class is becoming more mainstream in the sailing world. The 505 is viewed less as the "radical" one design and more as a tactical high-performance dinghy. Class growth depends heavily on participation at the fleet and local levels.

**B. Vice President's Comments** - Ali Meller stated that the class is growing at a steady pace in North America. By a show of hands, approximately 12 people were new to the class at the AGM. Communication between class members via the internet has reached 80-90%. Number of new 505s or used 505s being shipped to North America is way up from a few years ago.

## II. Election of Class Officers

**A. Secretary/Treasurer** - One nomination was submitted in support of Jesse Falsone. Jesse Falsone voted into office by majority vote on the floor. Jesse replaces Ken Elliott.

**B. Tank Talk Editor** - Scott Mackay was nominated and voted into office by majority vote on floor. Scott replaces Bryan Largay. Additional help from the membership requested for publication of Tank Talk.

**C. Vice President** - Nick Trotman nominated and voted into office by majority vote on the floor. Nick replaces Ali Meller. Ali Meller received a standing ovation from the membership for service to the 505 class.

## III. Future North American Championship Venues

A. 1998 - Hyannis Pre-Worlds designated as the 1998 North American Championship.

B. 1999 - Corpus Christi, TX suggested. Proposal from Texas fleet pending.

## IV. NA's Scheduling

Scott Ikle comments that September may be too late for teachers and students to participate and consideration should be given to this fact.

## V. World Championships Report

**A. Tom Kivney's Comments**  
1. Containers should be made available to Europe and US West Coast. 2. Race Committee being organized by Tyler Moore. 3. Media coverage and promotions are needed

## Directory of Known 505 Builders

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50 Great Western Rd.        Fax: 508 432 7645  
Harwich, MA 02645  
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Kulmar Boat Building Pty Ltd    Phone/fax: +61 2 9982 9296  
Unit 24, Dee Why Industrial Estate,  
1-5 Thew Parade, Dee Why 2099  
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A.C.N. 002 443 058

Kyrwood Composites            Phone/fax: +61 65 81 23 77  
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Port Macquarie 2444  
N.S.W., Australia

Mader  
Germany  
???????

Rondar Raceboats, Ltd.        Phone: 44 1 225 707550  
1C Incus Lane                Fax: 44 1 225 702113  
Bowerhill Estate              106351.110@compuserve.com  
Melksham SN12 6TP  
England

Waterat Sailing Equipment    Phone: 408 462-5745  
1041 C 17th Avenue        Fax: 408 462-5357  
P.O. Box 2790  
Santa Cruz, CA 95062  
USA

*continued next page...*

for the event. Sponsorship and the importance of sports marketing also discussed. Tom suggested that the International 505 Class Association should focus on promotional videos which can be shown to potential sponsors of the event. This was to be placed on the agenda for the International AGM. It was also suggested that Cape Cod tourism may also be interested in helping to fund a video promoting the 1998 505 World Championships.

4. Boat purchases of European 505's should be a priority since it provides free shipping to new North American owners.

## VI. Changes to International Rules

**A. Rule 49.1 (Hiking Pants)** - Some views for and against expressed. General consensus was that hiking pants are not a big issue and few seemed to care whether they are allowed by the class or not. Some held the view that this should be a class issue and not mandated - or a default created - by the ISAF.

**B. Weight Jackets** - As of April 1, 1997 weight jackets have been ban under the new ISAF racing rules. The 505 class is deeply divided over this issue.

1. Supporters of the ban include many senior 505 sailors who feel that allowing weight diminishes their competitiveness in the class.

2. Opposing the ban are lighter 505 sailors who feel that restricting the use of weight jackets has put them at a distinct disadvantage against heavier crews, especially at the international level.

3. It was stated that there exists no medical research to substantiate the weight jacket ban.

4. Howard Hamlin stated that weight jackets (water weight) originated to deter sailors from wearing clothing that soaked up water and provide a safer method of carrying weight that could be easily and quickly released if needed. The current ban on weight jackets may compel sailors to start wearing clothing that absorbs water once again. Note that the new rule permits 10 kg of clothing weight excluding harness and footwear worn below the knee.

5. Tom Kivney stated that if weight jackets are ever allowed again, a competitor should be obligated to register the weight at the beginning of a regatta and be required to wear it for the entire regatta.

6. Many 505 sailors suggested that the ISAF should revisit this issue and stipulate that the use of weight jackets should be class mandated, and not banned by the ISAF.

## VII. Other Items Open for Discussion from the Floor

**A. Olympic Scoring (Bonus Point Scoring) vs. Low Point Scoring** - Vast majority of the floor supported reverting back to low point for the NA's.

**B. National Class Measurer** - Ali Meller suggests having more active regional measurers

### C. Course Selection for North American Championships

1. Class in favor of 8-leg course over Olympic course (8 leg course is same as Worlds Course but without the last beat, for the Long Beach NAs).
2. Some people expressed that they would rather have the full worlds course because of the tactics involved with the last beat.
3. Short upwind beat suggested but not widely supported.
4. Majority of the floor expressed that course selection should be "venue specific".
5. Tom Kivney and others stated that class rules regarding NA courses and procedure should be more stringently adhered to.

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# MINUTES OF THE 1997 505 INTERNATIONAL ANNUAL GENERAL MEETING:

In order to keep this as simple as possible I will just give a quick summary of key issues discussed at the international AGM.

## New Officers

- After many years of service to the class Les Everet has stepped down as International Secretary.
- Chris Thorne was voted in as the new International Secretary, and he will take office Jan 1, 1998.
- Ali Meller was elected to a Vice President position. This is a new position to pave the way to the Presidential position.

## Discussion of proposals

- The German Section proposed to lower the minimum sailing weight to 120 KG over 5 years. This proposal was voted down.
- The German Section also proposed to eliminate the doubled entry fee for Category B advertising. This proposal was voted to go to postal ballot.

## World Championships

- Tyler Moore gave a brief presentation for the 1998 World Championships in Hyannis, Mass.
- An even briefer presentation for the 1999 World Championships in Brittany, France was given. A detailed presentation of the 1999 Worlds will be given at the 1998 AGM in Hyannis.
- For the 2000 World Championships, Durban, South Africa submitted a formal proposal. Additionally the sites of Perth, Australia, and Bermuda were suggested. A vote of the members determined that more information would be gathered on each of these sites, and a vote to decide the location of the 2000 World Championships would be made at the 1998 International AGM in Hyannis. ( It is going to be a very difficult decision to determine which of these beautiful sites to choose from.)

## Technical Development

- A task force was established to investigate the possibility of increasing the size of the spinnaker. The general idea would be to increase the luff lengths by about 1 meter. A report and prototype will be presented at the 1998 International AGM in Hyannis

## Issues From American Section AGM

- The American Section proposed that the 1998 World Championship be an open regatta. This was voted on and passed. So all are welcome to sail in the 1998 Worlds.
- ISAF decision to ban weight. The opinion at the International AGM was the same as at the American AGM; the decision should be made by the Class not by ISAF. The class will express this opinion to ISAF.
- Replacing Olympic scoring with Low Point Scoring for championships: In casual discussion the vast majority preferred the Olympic scoring method because of the bonus for top finishes. As a result this was not proposed at the AGM. We are still free to change our American Section rules, or sailing instructions to use Low Point scoring.



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# REGATTA REPORTS

## 1997 INTERNATIONAL 505 WORLDS REPORT

-Allan Johnson (probably biased misleading reporting, but Mike Martin gave me this assignment)

The 1997 505 World Championship was held at Gilleleje Sejlklub, August 10-21, 1997 in Gilleleje Denmark. Gilleleje is a quiet fishing village about an hour north of Copenhagen on the Kattegat sea. Nature, bikes and pedestrians rule this part of the world, with only one stop light in town. An unhurried life with nice people who welcome visitors to their special locale. The weather was absolutely stunning! We were warned to bring dysuits, etc. My helm never even wore a wetsuit on the water, I never wore a sweatshirt off the water. Unfortunately this made for a light air regatta but most of the competitors were stunned by the 85 degree days and 70 degree water.

I guess I should get to the racing part of the story, but I learned that a World's is much more than a regatta. We were in Denmark for two weeks and it was rad! A few other details worth mentioning: all of the competitors stayed in the Gilleleje Holiday Center, a sprawling resort in the trees with gorgeous views of the ocean. There were soccer fields (The Brits beat the Aussies and Germans; The Aussies beat the Germans) tennis courts, swimming pools (The Aussies beat the Brits at Water Polo) and cool six person houses complete with all the amenities. The center was about 3 kilometers from the Sailing club, which at first was a drag, but then everyone discovered rental bikes. And the ride to town and the club was on the ridge overlooking the sea! Most of this was in the information packet, but they could not describe how

cool it would be. Mike Mills kept saying "This is just like college. We live in dorms, we all have bikes, we sail all day, and party at night". I must thank the regatta Sponsor **Tuborg Beer!** Free beer and lunch after everyday of racing. And last but not least: In the summer in Denmark, people don't wear clothes! Can I be politically correct about this? No, I don't think so.... There were topless chicks everywhere! On shore postponements were cheered by the Americans and we would go for long walks down the beach enjoying the sight seeing. On one particular day, two beautiful young girls were sunbathing topless virtually in the boat park. Unbelievable! This free mentality struck the competitors as well. Need to change into your sailing gear? No problem, drop trousers and change right there, next to your boat. Denmark was Rad!

There was a pre-worlds on August 10,11,12. Two races a day in light air, no races over ten knots, many in a fluky 5 knot southerly. Tyler Moore/Scott Ikle almost won this regatta but placed second to the very fast Danish team of Hans Jorgen Riber/Adam Malling. Howard Hamlin/Mike Martin were third and enjoyed a nice meal in town for their efforts. The USA team was looking strong with Ali Meller/Allan Johnson in eighth, Macy Nelson/Mike Mills in 14<sup>th</sup> and Terry Neff/Bill Smith in 22<sup>nd</sup>. But no one really knew what the World's would be like, since this was a light air, flukefest and the cool guys like Team Sweden (Krister Bergstrom 4 time World Champ, Ebbe Rosen) blew off several races.

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## 1997 SEA/LAND 505 NORTH AMERICANS

Well, after five days and eight races, it is over. Thirty five teams fought hard in some very close and tough racing, and Mike Zani/Peter Alarie of Rhode Island came from behind by defeating both Howard Hamlin/Mike Martin and Nick Trotman/Mike Mills in the last race to win by a very narrow margin. Despite races ending on a close spinnaker reach, teams were often finishing within inches of each other, after battling around an eight leg course (the old Olympic course with an additional two reaches). Zani/Alarie won in their 17 year old recently rebuilt and rerigged Lindsay 505, 7318. Howard Hamlin and Mike Martin raced Mike's 12 year old Waterat, 7771, to 2nd, while Nick Trotman/Mike Mills raced their one year old

Rondar to 3rd. Zani/Alarie's boat is a forward tack bag boat, while Hamlin/Martin and Trotman/Mills have conventional launcher boats. Most teams used Ullman/Danger or North sails on Proctor D masts.

Peter Alarie has won the 505 NAs twice before, in 1993 and 1994, crewing for Macy Nelson. It was the first win for Mike Zani.

Probably the best looking 505 in the event was Tom Cook's INCREDIBLE 505. 3246 is a Moore 505, built in 1970 for Paul Tara. It raced the 1971 World Championship in Santa Cruz. Paul would not recognize the boat now. Tom extensively rebuilt and re-rigged the boat. Though heavy, the boat seemed competitive, and Tom and driver Andy Wisner sailed away from much newer boats.



## 1997 Sea/Land 505 North American Results

POS	CREW/SKIPPER	TOTAL	WO	DROP	R1	R2	R3	R4	R5	R6	R7	R8
1	USA7318 PETER ALARIE/MIKE ZANI	42.4	28.4	14	4	2	2	3	8	1	3	2
2	USA8266 MIKE MARTIN/HOWARD HAMLIN	42.4	32.4	10	5	4	3	1	1	5	2	37
3	USA8610 MIKE MILLS/NICK TROTMAN	51.4	34.4	17	1	3	1	11	2	3	5	5
4	USA7875 BRUCE HECKMAN/JEFF MILLER	48.1	35.1	13	6	1	6	2	3	2	7	1
5	USA8629 SCOTT IKLE/TYLER MOORE	111	69	42	2	8	4	4	DNF	14	4	4
6	USA8263 ALLAN JOHNSON/ALI MELLER	115.8	93.8	22	13	5	16	12	6	6	6	6
7	USA8060 BILL SMITH/TIM COLLINS	121	97	24	12	10	18	5	16	11	1	8
8	CAN7039 RICH MONDELL/ROBIN BROWN	121.7	97.7	24	3	12	7	9	5	18	15	9
9	USA8411 BRUCE TILLEY/NICK ADAMSON	132.7	107.7	25	11	7	19	6	11	8	13	10
10	USA6992 ULI COBLENZ/DAN THOMPSON	140	117	23	17	13	11	8	15	7	14	7
11	USA8084 ROB WATERMAN/THAD LIEB	144	118	26	7	14	5	15	4	20	16	18
12	USA8643 JESSE FALSONE/BARNEY HARRIS	141	118	23	8	9	13	17	14	13	8	11
13	USA8012 JOHN FRY/HENRY AMTHOR	148	119	29	9	11	12	13	23	4	9	21
14	USA7201 DON SMITH/BOB LITTLE	149.7	126.7	23	10	6	17	16	13	10	17	13
15	USA7096 MATT SANDERS/BRYAN LARGAY	159	130	29	16	16	15	7	7	23	12	15
16	USA8554 STEVE BARTZ/ANDY GOODING	163	134	29	14	23	9	18	9	12	18	12
17	USA7873 ALAN NORMAN/ELLEN ABLOW	174	149	25	19	19	8	14	17	15	10	24
18	USA8576 BOB NOYES/TERRY NEFF	180	154	26	20	15	10	19	18	16	11	23
19	SWE8593 MIKE SMITH/JOHAN BAECKSIN	196	165	31	21	20	25	10	19	9	24	20
20	SUI7153 GIUSEPPE SGORBATI/URS ROTHACHER	207	176	31	15	18	20	20	25	22	23	16
21	CAN8260 STEPHEN LOVSHIN/SHONA MOSS LOVSHIN	216	180	36	26	30	21	22	12	19	19	19
22	USA7611 CRAIG PEREZ/MARK ADAMS	221	188	33	22	17	27	24	10	26	25	22
23	USA7068 JACK NASH/KEVIN TAUGHER	225	191	34	28	21	14	27	24	24	22	17
24	USA8194 TODD JOHNSON/TOM KIVNEY	240	204	36	18	24	23	26	30	25	20	26
25	USA8013 JOHN INGALS/CHRIS MUSELER	252	210	42	24	DNF	24	31	20	21	21	27
26	USA7066 BILL BEARDSLEE/MADHAVAN THIRUMALAI	246	213	33	27	27	22	23	21	27	26	25
27	CAN 7095 TOM BURNARD/JOHN HAYLEY	250	214	36	25	26	26	28	26	30	27	14
28	USA7606 SCOTT MACKAY/DAN TREADWELL	270	232	38	31	25	31	25	22	32	28	28
29	USA7359 GREG GUMP/GARY RUGGLES	273	235	38	30	28	32	29	29	17	29	31
30	USA6931 WILL HARTJE/DAVE CAHN	272	236	36	29	29	29	21	28	28	30	30
31	CAN7094 WAYNE BROX/BROOK HAMILTON	297	255	42	23	22	30	30	RET	DNS	DNS	DNS
32	USA3246 TOM COOK/ANDY WISNER	299	257	42	32	31	28	32	27	DNF	DNF	29
33	CAN6740 CARL FUCHSHUBER/PETER VAN MUYDEN	309	269	40	33	32	33	34	31	31	31	DNS
34	USA8616 KIRK WILSON/TED NORDQUIST	313	271	42	35	34	DNF	33	32	29	33	33
35	USA8268 MIKE JIMINEZ/DAVE MATTHEWS	320	278	42	34	33	34	35	DNF	DNF	32	32





# REGATTA REPORTS

## NA'S CONTINUED

The 35 team fleet was a combination of younger rockstars (three recent Olympians, several Olympic trialists, a college sailor of the year, numerous all-americans) who have gotten into the 505 class in the past few years, other recent converts from other classes, a number of older, long time 505 sailors, and several teams that had people who had been out of 505s for 10, 15, or 20 years, but were getting back into the 505 class. There were two female drivers, and there was also a female crew in the warmup regatta (they could not take the time off for the NAs). Some of the competitors were top 505 sailors twenty years ago, while Kirk Wilson and Ted Nordquist arrived in a late model used Rondar 505 they had purchased the week before the North American Championships (Ted was 3rd in the 1964 US Olympic Finn trials). A Laser and Melges 24 sailor came out to watch the 505 NAs for a day, and was so taken with the 505 and the fleet, he came back to shore, learned that one of the boats - Bill Beardslee's recently refinished 18 year old Lindsay - was for sale, and bought it on the spot.

Tim Collins, a long time 470 racer, past 470 North American Champion, and US Olympic trialist, described the regatta as the most fun regatta he had ever been to.

The wind never exceeded 15 knots, as the classic Long Beach weather pattern was probably disturbed by a storm near Baja. Several days saw short steep chop that made sailing the boats very challenging. Though the fleet tended to go right in expectation of the classic southern California right side shift, the left worked very well (perhaps about half the time....).

Gate starts were used for all North American Championship races as well as the warm up regatta. There was one general recall in 14 races, caused by the pathfinder being ten seconds late at the starting pin. As expected in a 505 regatta, there were no protests. I expect this was appreciated as much by the jury as by the competitors. Every day after racing, the race winners and the team that had beaten their "handicap" by the greatest amount were debriefed by the competitors; this was greatly appreciated by the rest of the fleet, as they were able to ask questions like, "why did you go left on the first beat?", and "How did you set up the rig for the conditions?".

Event organizers Mike Martin and Howard Hamlin did an outstanding job with this NA championship, which was enjoyed by all. Ten East Coast 505s were shipped to Long Beach and back; this was the largest cross continent contingent in some years. In addition to the ten East Coast 505s, there were teams from Vancouver, Edmonton, Texas, and individuals from Arizona, Idaho, and Colorado, besides a strong California contingent. SeaLand was the major sponsor; their support is very much appreciated. Mocean, West Marine, Team McLube, Ronstan and Ullman Sails were also event sponsors, and very much helped make this event as successful as it was.

## WORLD'S CONTINUED

Measurement of the eighty boats followed with two days of stress, sail cutting, boatwork, or sightseeing (Unbelievable) in Sweden depending on your program. I won't bore you with the details, ask the Aussies about Sweden.

Race one of the worlds was won by the fast Danes Riber/Malling. Bergstrom/Moss were second. Mark Upton Brown/Ian Mitchell third. Top Americans were Meller/Johnson in 8<sup>th</sup>. Current World Champions Paul Towers/Dan Johnson were 43<sup>rd</sup>. This was a tough fleet.

Race two and Hamlin/Martin take over, winning the race in a duel with Upton Brown/Mitchell. Ebbe Rosen/Olle Wenrup finish fourth. These three teams will see a lot of each other in the ensuing days as Rosen/Wenrup, Hamlin/Martin start well and sail consistently to always be in the top group with Upton Brown/Mitchell charging up through the fleet.

The attempted start of Race three will be talked about for some time. It was very light air, difficult to maneuver and a suspect decision to try starting the race. The rabbit was Tom Bojland/Anders Friis. I don't have all of the details, but the facts remain that Hamlin/Martin hit or were hit by the guard launch. The penalty is immediate DSQ. There were several protests regarding the situation: 1) Hamlin/Martin were forced into the situation by a boat without rights. 2) The race should not have been started. 3) They were a pack of boats protesting each other. In the end the RC decided it should not have attempted the race, and the contact was unavoidable and minor. No DSQ's rendered.

When Race three is restarted in the late afternoon in a nice ten knot easterly, Hamlin/Martin lead at all marks and win convincingly. They are protested by the rabbit Tom Bojland, but the results stand. Former World Champ Ian Barker with Paul Young finish second. Wolfgang Hunger and Holger Jess finish third. Hamlin/Martin are winning the regatta with a 9,1,1.

Race 4 is abandoned with no wind in the forecast. The competitors cheer after three light air races. Under an amendment to the 505 class rules, most sailors think this will now be a 6 race series instead of seven. Lots of people go to Sweden, Copenhagen or the beach.

When Race 4 is sailed, it is a battle between the eventual top four boats. With Rosen/Wenrup winning, Upton Brown/Mitchell second, Hamlin/Martin third, Hunger/Jess 4<sup>th</sup> and (this is not a typo) Meller/Johnson 5<sup>th</sup>.

On the second to last day of the regatta there are grumblings in the boat park that the RC will attempt two races that day

## WORLD'S CONTINUED

in the effort to get a 7 race series. This is interpreted by the class officers as a breach of the 505 class rules and attempt to reason with the RC to hold only one race. The RC believes that Race 4 ( or whatever number it is now, eventually race 6) was not abandoned but postponed and it is their right to run it. Sailors leave the boat park not knowing how many races will be sailed that day. *(Editor's note: World's races are long arduous 3 hour affairs with 4 beats, 4 reaches and a run. It is very difficult on the brain and body to concentrate that long. However the 505 rule to run one race day is in force with the thought that if you break down, you only miss one race that day)*

Race 5 is won by Tyler Moore/Scott Ikle, coming back from a disappointing 18<sup>th</sup> in race 4. Finishing second is Hunger/Jess, in third is Rosen/Wenrup, 4<sup>th</sup> goes to Hamlin/Martin and in 5<sup>th</sup> Meller/Johnson. Upton Brown/Mitchell sail their throwout 10<sup>th</sup>. At this time it is any one of four teams regatta to win or lose. A good time to go ashore and plan the strategy for tomorrow, but the RC states that race 6 will start at 4:00 p.m. The weary competitors sail slowly downwind. Only one boat puts their chute up.

At the start of Race 6 the breeze is on. Well, maybe not on, but the best we have seen at around ten to 12 knots. Towers/Johnson show that this is their condition, sailing well and winning the race easily. They will end up posting four scores in the 40's for the regatta. This is a tough fleet. In second is Upton Brown/Mitchell and third is Bergstrom/Moss. Rosen/Wenrup and Hamlin/Martin finish 9<sup>th</sup> and 10<sup>th</sup> respectively putting Upton Brown/Mitchell in the lead for the title. Meller/Johnson protest the RC for running the race despite finishing 8<sup>th</sup>. Their argument is that it was sailed not in accordance with the class rules. Nelson/Mills have a protest requesting

redress, as they were fouled at the start. Hamlin/Martin have a protest against a German team. Ian Barker is heard to say "Are all of the Americans protesting because of too much wind??" All protests are dismissed. The sailors have been on the water for more than eight hours. Race seven will start at 10:00 am the next morning.

Race Seven begins in a 12 knot and building southerly, the first real breeze we have seen. It is either the Swedes, the Brits, or the Americans regatta to win. Hamlin/Martin are the rabbit. The race is sailed rather close to shore with (as it turned out) big righties with velocity coming from the shore. The early gaters get hosed, the rabbit should have been golden, but I'm guessing Hamlin/Martin chose to be conservative and go to the middle rather than continue to the shore. Early on in the race it is looking good for Rosen/Wenrup as they are in the top group and Upton Brown/Mitchell and Hamlin/Martin are in the teens. As the race progresses, it is Bergstrom/Moss in the lead with Rosen/Wenrup on their heels. These Swedish teams keep it going for the rest of the race finishing 1<sup>st</sup> and 2<sup>nd</sup> respectively. If Rosen/Wenrup had won the race, or their fellow countryman had let them through, they would be world champions. As it turned out they ended up second with Upton Brown/Mitchell's 7<sup>th</sup> place giving them the victory, with Hamlin/Martin's 9<sup>th</sup> securing them third.

Prize presentation was held at Kronburg Castle, the inspiration for Shakespeare's Hamlet, and the house of Danish nobility. The 505ers had the whole castle to themselves and prizes were handed out in this great huge hall by none other than the great Paul Elvstrom.

## 1997 INTERNATIONAL 505 WORLDS REPORT

PL	NAT	HELMSMAN/CREW	R1	R2	R3	R4	R5	R6	R7	TTL
1	GBR8552	MARK UPTON-BROWN/ IAN MITCHELL	3	2	6	2	10x	2	7	39.4
2	SWE8232	EBBE ROSEN/ OLLE WENRUP	13x	4	4	1	3	9	2	39.7
3	USA8266	HOWARD HAMLIN/ MIKE MARTIN	9	1	1	3	4	10x	9	43.7
4	GER8670	WOLFGANG HUNGER/ HOLGER JESS	RDG	18x	3	4	2	13	3	51.4
5	SWE8655	KRISTER BERGSTROM/ THOMAS MOSS	2	22x	8	7	11	3	1	52.7
6	DEN8566	HANS RIBER/ ADAM MALLING	1	13	13	8	16x	5	6	73.7
7	USA7200	ALI MELLER/ ALLAN JOHNSON	8	26x	7	5	5	8	15	82
8	USA8629	TYLER MOORE/ SCOTT IKLE	10	9	12	18x	1	6	16	82.7
9	GBR8672	"BARKER, IAN/ PAUL YOUNG"	17	6	2	9	23x	14	10	88.7
10	DEN8622	TOM BOJLAND/ ANDERS FRIIS	5	10	17	17	8	26x	4	94
11	DEN8620	RASMUS DAMSGAARD/ SOREN OVERBECK	12	12	5	10	7	16	20x	97
12	GER8550	DIETR. SCHEDER-BIESCHIN/ JOHAN ARVEDSON	RDG	5	9	14	37x	15	21	98.7
13	DEN8082	KIM CHRISTENSEN/ ERIK ORSTED	24	3	16	13	12	7	34x	107.7
14	GBR8624	IAN PINELL/ IAN GODFREY	21	57x	10	6	6	12	26	116.4
15	DEN8656	JORGEN SCHONHERR/ JACOB BOJSEN MOLLER	22	24x	15	15	21	4	13	124
16	SWE7343	KALLE NILSSON/ JOHAN BARNE	7	11	22	22	9	22	28x	129
17	GER8669	TIM BOGER/ PHILIP CHRISTIANI	23	7	21	12	29x	23	8	130
18	USA8191	MACY NELSON/ MIKE MILLS	11	14	18	11	47x	38	30	158
19	GBR8556	RICHARD TEW/ SIMON HISCOOKS	15	21	24	24	19	19	DNF	158
20	DEN8476	JAN SAUGMANN/ MORTEN RAMSBAK	32	35x	27	21	32	17	5	169
21	DEN8330	LARS ESPERSEN/ SOREN ROHDE	19	27	23	20	25	25	39x	175
22	FRA8484	PHILLIP BLANCHARD/ ALAIN BELTZUNG	30	34x	11	32	14	33	25	181
23	GER8657	MARTIN GORGE/ RAINER GORGE	18	31	14	16	13	DNF	54	182

24	GER8570	HANS-HEINRICH RIX/STEFFEN ACHENBACH	26	20	28	43	27	DSQx	14	194
25	SUI8426	MARCELL PLUSS/YVO DURR	35	36	57x	25	15	37	12	196
26	GBR8521	PAUL TOWERS/DAN JOHNSON	43	41	30	44x	17	1	42	203.5
27	SWE8619	MIKAEL AHRBOM/CLAES THURELL	14	25	34	37	39	39x	19	204
28	AUS8638	HUGH STODART/MATTHEW OWEN	37	37	DNCx	33	40	11	11	205
29	GBR8378	MARTIN HODGSON/PAUL BEASLEY	29	29	20	35	38x	24	33	206
30	DEN8551	JACOB ERNST/JESPER ERNST	16	16	39	19	33	57x	48	207
31	AUS8548	DEAN WILLIAMS/DARREN NICHOLSON	57	19	31	30	DNCx	18	17	208
32	GBR8640	VERNON RALSTON/SIMON SPRATT	40	60x	19	29	26	20	51	221
33	GER8649	RONALD ROOS/STEFAN BOHM	25	15	25	DSQx	49	21	53	224
34	GBR8650	IAN MONTAGUE/ GEOFF KIMBER	20	41	38	40	59x	30	24	230
35	GER8634	JORGEN THUMANN/FRANCO WEICHEL	55	8	37	39	60x	42	23	240
36	FRA8455	MARCEL BUFFET/TROUILLET DAMIEN	33	49	33	31	24	DNF <sub>x</sub>	37	243
37	USA8660	TAYLOR NEFF/BILL SMITH	53	43	26	34	22	34	DNC <sub>x</sub>	248
38	SWE8427	JAN ERIKSSON/KALLE BYRENIUS	27	32	29	36	DNC <sub>x</sub>	27	63	250.5
39	GER8376	VOLKER NIEDICK/STEFAN HEISING	49x	46	40	26	31	29	43	251
40	AUS8627	DAVID PORTER/PETER HOLDEN	27	55x	36	41	20	53	38	251.5
41	GER8560	THORE MICHELS/ANDREAS SCHMIDT	44	38	35	46	18	50x	41	258
42	GBR8429	ROB NAPIER/KIMBALL MORRISON	46	17	61x	28	45	48	49	269
43	GER8665	NICOLAI VOLCKNER/LARS DEHNE	34	65x	42	38	35	59	40	284
44	GER8666	ANDREAS THOMSEN/PAUL SCHULTZ	42	52	32	42	46	52x	36	286
45	GBR8481	PHILIPPE BOITE/BILL MASTERMAN	47	44	43	23	72	DSQ <sub>x</sub>	22	287
46	DEN8094	JACOB THOMASEN/MICHAEL BANG	58x	53	44	47	36	47	27	290
47	BEL8553	POUL GORREMANS/FREDERIC ROUCAYROL	54	DSQ <sub>x</sub>	48	51	57	30	18	294.5
48	GBR8555	DAVID SMITHWHITE/ROB SUTHERLAND	52	23	51	52	56	28	DNF <sub>x</sub>	298
49	GER8609	CHRISTIAN MULLEJANS/HARTWIG FRIEDERICHS	31	47	47	49	53	44	62x	307
50	GER8630	DAVID THIEMANN/MATHIAS HAASE	38	67	54	27	30	DNC <sub>x</sub>	57	309
51	GBR8635	TERRY SCUTCHER/SIMON LAKE	64	28	64x	54	42	36	52	312
52	AUS8603	IAN DUNN/CARTER JACKSON	68x	58	56	45	58	32	32	317
53	FRA8452	PIERRE SOULIER/BERNARD PEUCH	50	40	50	53	44	45	59x	318
54	GER8335	ROGER RACHUBA/ANDRE MULLER	41	56	41	59	61x	60	31	324
55	GER8542	TOM SWIFT/MARTIN SCHOLER	56	51	66	48	67x	40	29	326
56	GER8642	STEFAN SCHOLLMEIER/FRANCISCO SAN.-PETERSEN	45	30	DNC	DNC <sub>x</sub>	43	35	61	330
57	GBR8568	CHRISTIAN DIEBITSCH/PETER BURWOOD	59	33	53	60	52	61x	47	340
58	DEN8565	ANNE SOPHIE OLSEN/CARSTEN PETERSEN	66x	48	63	56	41	65	35	344
59	SWE7956	FRIJOF SUNESSON/HAAKAN LARSSON	36	74	46	55	55	49	DNF <sub>x</sub>	351
60	GER8478	VOLKER GORGE/KARSTEN MORF	63	64x	45	57	54	41	55	351
61	GER8522	CARSTEN ENGEL/TOBIAS NEUMEYER	39	59	58	63	34	69x	66	355
62	GER8664	CARSTEN HAMMER/ROD SIMSON	48	50	60	64	50	51	DNF <sub>x</sub>	359
63	FIN7784	THOMAS HELD/LAIHO	67	39	70x	65	48	46	60	361
64	GER8567	JORG DETMOLD/HOLGER NEUHAUS	51	45	65	61	68x	56	50	364
65	GBR8592	PAUL LOVESY/ANDY WILLIAMS	77x	68	55	66	63	54	44	386
66	GER8392	MARTIN SEIKEL/NORBERT BECKER	65	69	71x	62	51	43	64	390
67	GER8607	BERND KOWALZIG/ULRICH ELLERBECK	62	62	62	DSQ <sub>x</sub>	69	58	45	394
68	GBR8510	MARTIN WEDGE/GORDON RUSSEN	73x	61	59	50	64	68	56	394
69	SUI8346	JURG WEBER/PHILIP GROB	72x	63	49	67	62	55	65	397
70	DEN8561	PETER MOLLER/MARTIN THUMLE	70	66	67	71x	28	67	67	401
71	USA8494	DAVE CAHN/PIP PEARSON	61	72	68	72	75x	63	46	418
72	DEN8581	BIRGITTE SOGAARD/CARSTEN BARLEBO	60	70	52	58	65	DNC	DNC <sub>x</sub>	421
73	GBR8474	CHRIS THORNE/BEN BENJAMIN	69	71	73	69	74x	64	58	440
74	NZL8391	MICHAEL NOLAN/ANDREW NOLAN	76x	75	69	68	66	66	68	448
75	GBR8532	JIM BERRY/RICHARD BERRY	71	73	72	70	70	62	DNF <sub>x</sub>	454
76	FRA8444	CHRISTIAN LIPPI/SLANCELOT LIPPI	75	76x	74	74	73	70	69	471
77	FRA8436	DOMINIQUE GAUVIN/GILLES CARVALLO	DNF <sub>x</sub>	77	75	73	71	72	70	474
78	GBR8435	PATRICK MCGALE/TOM WARD	DNF <sub>x</sub>	78	76	75	76	71	71	483
79	GER8608	GUNTER PETERS/HANKE DRENGENBERG	74	54	DNC	DNC	DNC	DNC	DNC <sub>x</sub>	484

NO. OF YACHTS	78:59:00									
NON-COMPETITORS (DNC) :	0	0	3	2	3	3	3			
“SCORE DNC,DNS,DSQ ETC. : 86.0 POINT “										
ZPG - PLACE = LIST + MAX 16 PLACES (20%-PENALTY)										

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# REGATTA REPORTS

## 1997 CORK - 505 EASTERN CANADIAN CHAMPIONSHIPS

18 boats (5.5 from USA, the rest from Canada) came to Kingston to enjoy its famous sea breezes during the 1997 version of Cork, August 22 - 24. While many of the big sailors were wrestling it out in Denmark at the worlds, and with an east coast regatta the weekend before, attendance was still higher than expected. Although the famous Kingston thermal never really got going until de-rigging time, 7 races were held during the three days.

After almost 2 years of not sailing, Jeff Boyd showed once again he can dominate the 505 Fleet sailing nearly perfect during the regatta with only one blemish during a jibe in the 5th race.

Friday, racing was delayed, as little wind was around at 9:30 launch time. While the committee postponed on shore, winds began to build and they sent us out at 11:00. Sailing in 12-15kn the first race favoured those that went right but not too deep. The Saint-Cyr's amazed everyone, as after a 2 year holiday from sailing finished 5th, putting the fear of god into many of us who normally beat them.

The second race started in a steady 15kn with building waves until the start of the second upwind leg when the wind eased and left a lot of chop. Once again the leading 3 boats broke away from the fleet and left the rest of us to fight it out. In this race Jeff could at least see the numbers of James Englert sails when he finished, as Jeff was pushed all the way around the course. After racing over beer there were boat modifications and tweeking to enhance boat speed for the next days racing. Then most of the Fleet retired to the Grizzley Grill to pig out and to dream of a better finish.

Saturday dawned with fog and no wind. The fog burnt off around 9:00 and they sent us out at 10:30 after another onshore postponent. However with the sun the Kingston thermal was able to make a partial appearance, and we got

the first race off in 10-12kn. With the wind more out of the west than normal, the course played pretty even from both the corners. This race was still dominated by Jeff and James, but John Bryant hung tough leading for most of the race to finish 3rd. Pete Spaulding came out of the right corner in the last leg to pick up 4 boats and become the rabbit for the 4th race.

The 4th race had the most promise for wind with gusts of over 20kn during the pre-race setup, as the thermal was beginning to come in. However it did not hold and the wind stayed at 15-18kn. There were no surprises, except for Clarissa Bush sailing one of her best races ever, and Ian Eskritt not able to power up and finish higher.

The fifth race showed who was in form as the wind once again was picking up. The wind and a small shift resulted in a tight first reach where the early boats hoisted and none of them could make the mark. This cost Clarissa Bush (scribe's skipper) 4 spots which we never made back. It was a thing of beauty seeing Jeff half douse his chute for the last half of the leg, then hoist at the jibe and be gone as if he always sails that way. However at the end of the run he made his first and only mistake (he might feel that there were others), and two boats got by. After racing we all retired to Jeff's place for lasagne, beer and ice cream. Life's a beach.

The final day was cloudy, rainy, but with wind. Getting on the water right on time two races were sailed. The first in less than 10knts and the wind started building in the second as one of the many storm cells were passing. This provided for good sailing if not a little cold and damp. The last race both the leaders could go home but Jeff for training reasons and to sail the first extended course stayed on the water. Ian Eskritt really got the boat moving to finish second to pass Clarissa for 6th spot. Despite the extended course boats were still very tight at the finish line. Following the race a great three sail reach to the harbour was had by many (those that still had energy).

The regatta was sailed with 470's (CORK Championship) and Fireballs(North American Championships). The 505's showed up with more boats and clearly demonstrated that the 505 is a faster more fun boat. As a result, at least one of the 470 teams expressed interest in trying a 505 at one of our local regattas.

PL	NAT	HELM/CREW	R1	R2	R3	R4	R5	R6	R7	TTL	TTL
1	CAN8264	BOYD, TENHOVE	1	1	1	1	3	1	1	7.5	4.5
2	USA8645	ENGLBERT, MELTON	2	2	2	2	1	2	DNF	29.75	10.75
3	CAN8192	HAMILTON, YATES	3	3	9	3	2	8	3	33	24
4	US7685	ALEXANDER, KOENIG	7	5	4	7	6	3	3	35	28
5	GBR8240	SPAULDING, WELCH	11	4	5	5	4	7	6	42	31
6	CAN8442	ESKRITT, HOFFMAN	6	DNF	7	8	5	6	2	53	34
7	KC8410	BUSH, GILLIES	9	7	6	4	8	9	4	47	38
8	CAN6910	BRYANT, HUGHES	12	8	3	DNF	12	4	8	66	47
9	USA8013	SMITH, THOMPSON	4	13	15	9	9	5	7	62	47
10	CAN7612	SCHULTS, ANDERSON	8	6	11	6	13	11	10	65	52
11	KC7605	GESING, GESING	10	11	10	10	7	13	11	72	59
12	CAN7150	HURLEY, TORRIE	RET	9	12	11	11	10	9	81	62
13	CAN8360	SAINT-CYR, SAINT-CYR	5	12	8	DNF	10	12	DNF	85	66
14	USA7790	AGRELL, STETSON	DNF	10	13	12	14	14	12	94	75
15	US7857	TUTEN, CASHMAN	15	14	14	13	16	16	13	101	85
16	KC6068	SHELL, BELFORD	13	DNF	16	14	15	15	DNF	111	92
17	CAN7796	ASHBUY, ADAMS	16	15	DNF	DNF	17	17	14	117	98
18	KC7950	SAMSON, DEAUDOIN	14	DNF	17	DNF	DNF	18	DNF	125	106



**REGION I 505 REGATTA AT NEW BEDFORD YACHT CLUB, SOUTH DARTMOUTH MA. AUG. 16-17.**

The racing was on Buzzards Bay. There were 3 races Sat. One Worlds course and 2 Olympic courses. It was great racing with winds around 15 puffs to 18. The courses were great with tight reaches and .8 mile weather legs. We used gate starts and 15 boats raced. Saturday everyone adjourned to the parking lot for some Red Dog.

Sunday we raced 2 Olympic courses. The first race was raced in 8-10 and the wind filled in to 15 for the second race. We had everyone off the water and on their way home by 3:30 Pm. Many thanks to the New Bedford Yacht Club for a great Regatta. Neal Fowler organized another perfect event in true Fowler style. 11 Am harbor start Saturday & 10 Am Harbor Start Sunday. No waiting around just great racing and a lot of fun. Thanks again Neal.

PLACE	1	2	3	4	5	6	TOTAL/ DROP
FOWLER /DYSON	1	2	1	DNF	1	1	5
ZANI/ALARIE	2	1	3	1	2	3	7
TROTMAN/RICHARDS	3	3	2	3	3	5	11
KIVNEY/JOHNSON	4	4	4	2	4	4	14
PHILPS/SCHUMPERT	5	5	5	5	7	6	21
ROSENFELD/MOORE	6	6	7	4	5	9	22
CHARIF/BAYLIS	7	9	8	7	9	7	31
WILES/FREDMAN	8	7	10	6	10	10	33
COLLINS/SCOTT	9	10	6	9	8	11	35
KUEHL/THOMPSON	10	8	9	8	DNF	DNF	41
SMITH/THOMPSON	11	11	13	11	13	8	43
YINDRA/McCARTHY	12	DNF	12	10	11	12	45
PAPADALLIS/BROBERG	13	12	11	12	12	13	47
PEVEAR/AASE	14	DNF	DNF	DNF	6	2	52
LIESEDANG/ANDERSON	15	DNA	DNF	DNF	14	DNF	62

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# REGATTA REPORTS

## SANDUSKY OPEN, 1997

The Midwest 505's have spend a significant amount of time traveling after attending the third Midwest regatta of the season. The latest adventure was the annual trek to the Sandusky Sailing Club's summer regatta on July 12,13.. A total of seven 5-0's convened for a 7 race series held on Saturday and Sunday. Boats from Columbus, Ann Arbor, Windsor, Toledo, and Bloomington attended. The annual battle of Alexander vs Kaiser was not renewed since Ki couldn't attend. The Gesings saw a chance to challenge Graham and Mark head on and gave them a run for the money in all races. Many of the races were decided by less than a boat length in very mixed racing throughout the fleet. The winds were light but never absent. The Bay chop was as bad as ever but the winds were sufficient to keep moving. In the end Graham and Mark took first place by 2 points after several last minute catch-ups due to excellent spinnaker work by Mark. The rest of the pack was also very mixed and separated by only a few points. Dave Stetson and Mike Agrell from Toronto managed to hold onto 3rd after challenges from Goetz/Black from MI and Fleming/Tuten from HYC. In one particularly close race the entire fleet finished within about 3 boat lengths after converging from opposite sides of the course on a down wind spinnaker run. It made for an exciting time both before and after the finish! As usual SSC had a good supper and provided a pleasant evening of "Sailor Talk" as we spent a good deal of the evening comparing boats, sails etc.

HELM/CREW	1	2	3	4	5	6	TTL
GRAHAM ALEXANDER/MARK KOENIG	1	1	1	2	1	2	8
RENKA GESING/ADAM GESING	2	2	2	1	2	1	10
DAVE STETSON/MIKE AGRELL	3	4	3	6	3	5	24
MIKE BLACK/PETER GOETZ	3	4	3	3	6	3	25
JIM TUTEN/MARK FLEMING	6	6	6	4	4	3	29
PHIL TERMAN/SIMON ADDICOT	5	5	5	5	5	6	31
JEFF CASHMAN/GUNDERSON	7	7	7	7	6	7	41

## NEBRASKA GOVERNOR'S CUP, 1997

On Labor Day Weekend, seven 505s from Colorado, Minnesota, and Nebraska descended upon Lake McConaughy for two days of hard racing. The most experienced team, Dick Peck and Dick Hamilton, had nearly sixty years combined experience in 505s. On the other end, this was the first 505 regatta for Chad and Carolyn Price. Their boat, 5169 is 22 years old and looks almost new. Bags and launchers were represented basically equally.

Saturday, race 1, 2-4 kts of wind, windward-leeward course. The race got off to a rocky start for Scott/Scott and Keating/Green when they were called over early and had to go around the committee boat. In addition, the Scott's had to do circles for a pre-start penalty. Everyone went left looking for wind. Most of us tried to point to the mark while the Scott's, recovering from their start chose to sail low. The move worked well for them rounding near the front. At the first mark Peck/Hamilton lead followed by Kalnitsky/King (usually King/Kalnitsky) and Scott/Scott. After rounding, Peck and Kalnitsky headed back to the start line while the rest of us headed to the shore looking for wind and the next mark. Helps to know where you're going. Who says the only good racing is at the front? While the leaders were going about their business, now nearly a leg ahead of us, we were having tight racing at the back. From windward to leeward, Smith/???, Keating/Green, and Price/Price were having a tight down-wind battle. The Price's, with their gigantic Hyde spinnaker were able to work lower than the other two boats and power away for a 250

yard lead at the leeward mark. After rounding the windward mark in last, Keating/Green were able to out point the other two boats for a fourth place finish. Peck/Hamilton, last year's champs, showed dominating speed, but were DSQ'd for crossing the start/finish line enroute to the leeward mark. A second race attempt was lost to light air.

Sunday's wind was white cap conditions, and courses were triangle, windward-leeward, with the last race twice around. In race two, Kalnitsky/King got a perfect start and were still leading the pack coming back up the beat after the first run. Jib reaching to the next mark worked well for them until the wind shifted, broadening the reach. Scott/Scott hoisted first to pass them just before the gybe mark and hold the lead to the finish. Keating/Green were sailing fast in third, but Peck/Hamilton luffed up in response to another boat and Keating/Green could respond fast enough. Needless to say they lost third place while doing circles. Joe Keating was heard all the way up the next beat saying "I can't believe Peck is so competitive!" as well as other things I can't print.

Race three was a roller coaster ride for Keating/Green when they lost the rudder three times in the race. After doing circles in the previous race, they took it a step further and did circles with the spinnaker up and the rudder off! In the process they tied the spinnaker in a knot AROUND the jib coming into the last mark making the upwind beat to the finish a little interesting. This allowed Price/Price, and Smith/???, to pass them.

Race four also proved interesting when the committee boat's anchor drifted forming a straight line from the leeward mark, through both finish marks, and the windward mark too. It was unclear which side of the line to go through. Scott/Scott went through the wrong way and had to re-trace their steps and cross the line correctly. In the process, they lost first place to Peck/Hamilton. Keating/Green were coming in alone in 4th and never thought to look for the finish 50 yards from the leeward mark. Before they realized what had happened Price/Price in 5169 and Smith/??? in 7347 were able to capitalize on their confusion.

The breeze piped up for race five reminding us why we sail on McConaughy. There were a lot of lead changes with boats going from third to first or from first to third with Scott/Scott leading at the finish. The gear toll was high, especially for Price/Price in 5169. Their boom vang turned a beefy S hook into a straight wire, they broke the wire bridle on the mainsheet, and shredded the beautiful Hyde spinnaker that made them so fast on Saturday.

Everyone had a good time despite major blunders by the RC and we are all looking forward to coming back next year.

TEAM	SAIL#	R1	R2	R3	R4	R5
GARY SCOTT/GINA SCOTT	7458	2	1	2	(2)	1
DICK PECK/DICK HAMILTON	7791	(DNF)	3	1	1	2
ROB KALNITSKY/KEM KING	7792	1	2	3	3	(3)
JOE KEATING/BILL GREEN	7613	4	4	(6)	5	4
??/?/BRUCE SMITH	7202	3	(DNF)	DNF	4	5
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