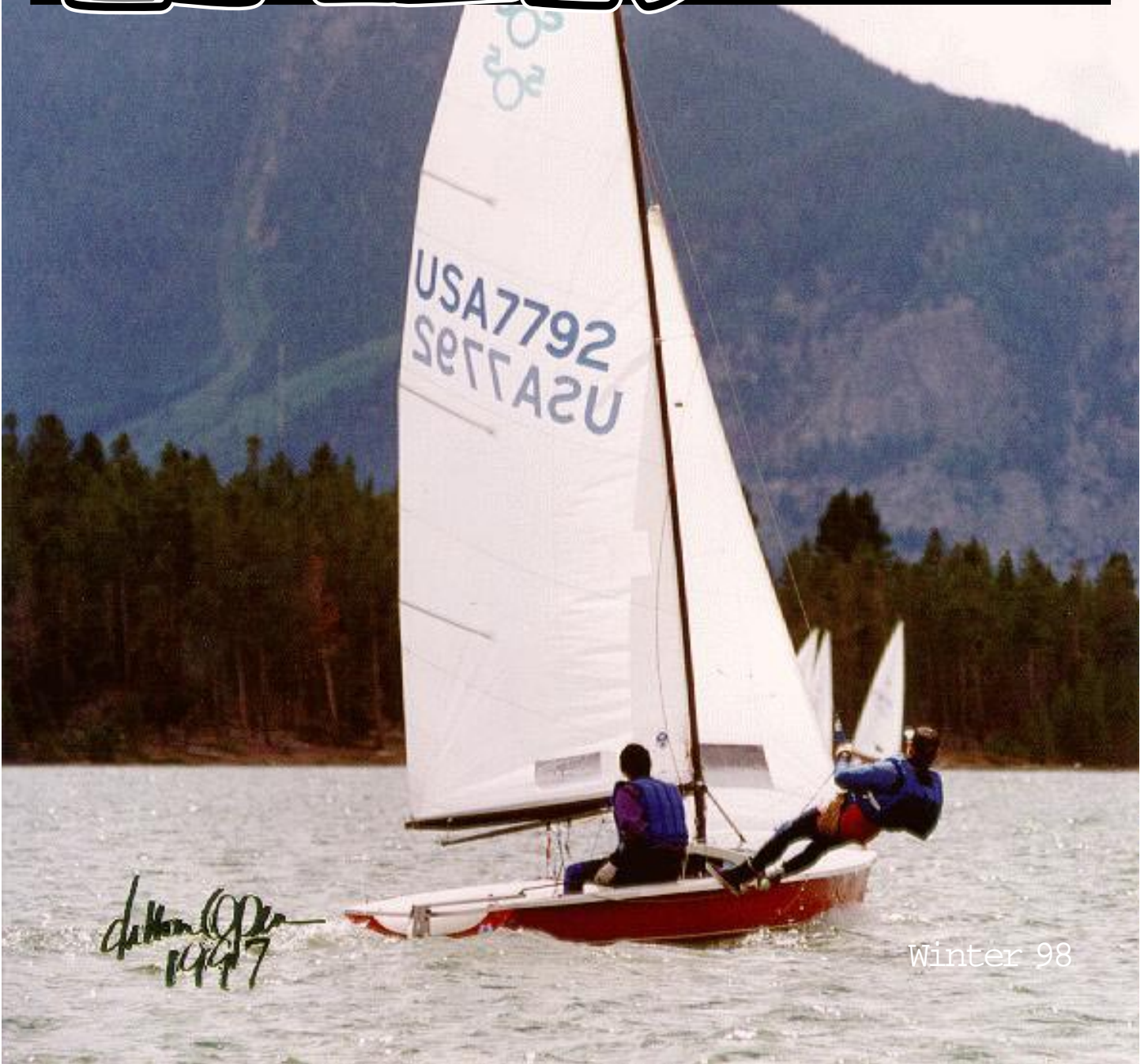


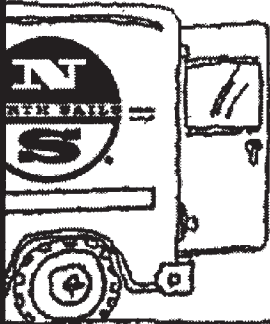
# TANK TALK

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

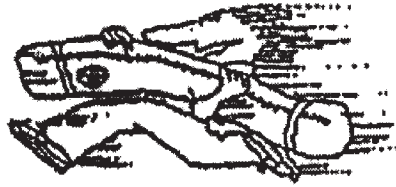


*John G. ...  
1997*

Winter 98



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Associate membership in the American section allows us to keep you on the mailing list, so you can stay in touch with the American section.

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24 Edgewood Green Ct  
Annapolis, MA 21403

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 Scott Mackay (address p. 4) for a free issue!

PLEASE INCLUDE THE FOLLOWING INFORMATION:

Name: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
\_\_\_\_\_

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

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

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!

## CLASS OFFICERS:

---

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alan.johnson@adobe.com

## THE 505 CLASS ON THE WEB:

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### Sign up for the e-mail distribution list, send:

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Message: subscribe 505world-list  
end

### To get off of the 505 E-mail list send the following:

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Subject: (your choice)  
Message: (your choice)

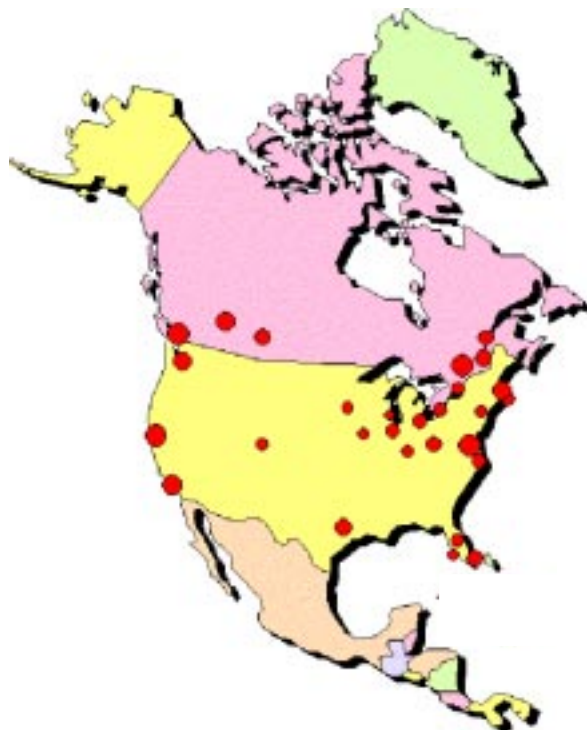
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### WHERE ARE YOU ON THE WEB?

FIND YOURSELF ON THE FLEET MAP BELOW!



# FROM THE PRESIDENT:

## Presidents Letter, January, 1998

HelloAll,

1998 has arrived, and with it a new season of 505 sailing. It has already gotten off to a good start with a super turnout at the Midwinters in Florida. Congratulations to all whom sailed well at that regatta. Let's keep the regatta turn outs up.

98 is a big year for the 505 American Section with hosting the World Championships in Hyannis in September. The Organizational process is already well under way with Coordinators assigned to all key areas. It is important to understand that we all are the host for this event, and we all need to pitch in and do our part to help out. Many have already volunteered, For those let me thank you now, your help is greatly appreciated. If someone ask you to help out or you would like to help out in a certain area, your assistance will help insure that this a great event. In trying to keep order to this whole production it is best if you contact Tom Kivney or Tyler Moore if you want to offer some help, or have any questions. They can instruct you on the proper person to contact.

We are hoping for a good turnout for the World Championship regatta, and already things are looking good. First of all, the 1998 World Championship is an open regatta. That means that there is no need to qualify, you just need to be a member of the class. If you are normally not sailing at the top of the fleet and are wondering if you should attend the worlds, wonder no longer. The World Championship is a great event for everyone. It is an opportunity for 505 sailors from around the world to meet and share what they all have in common, it is equally fun regardless of where you finish on the racecourse. Another factor that should boost participation is the SeaLand sponsorship is looking positive at this point. We should be able to have sponsored shipping

### EDITOR SPEAK:

Well, issue #2 is here. I tried to include more information that I did last time, refining the process a little in a effort to make Tank Talk more useful for you.

Included in this issue is a lot of information on Worlds '98. Our east coast buds are putting together a great event. It will be an open event, so everyone should be making plans to show up. It should turn out to be another fantastic event!. As with any large event, they could use volenteer help in a few area so don't be shy calling them up and offering your services.

And just in case you are one of those costally challenged sailors, Mike Martin has included a ranking system which, if you make it to the top, will offset some of the transportation charges. Read carefully, it's a points system based on attendance as well as performance. Any questions, contact Mike.

from Europe and the West Coast. A ranking system highly weighted toward participation has been created to determine who gets to go in the West Coast container. Additionally there will be travel grants for boats traveling to the worlds that are not in the container. It is shaping up to be a big event so make planes to attend, and perhaps we can have a 100+ boat fleet! See the Hyannis Update in this issue of Tank Talk for more information.

In closing, let's get out there and sail some regattas so the Americans will have a good showing at the Worlds.

1998 also brought a sad note to the 505 class. This was in the passing away of Dave Chan. Dave was one of our more active members internationally, attending the past two worlds. Dave had a great outlook on life, and left us doing what he enjoyed most. Let's all take a moment to remember Dave and what he brought to our class.

Mike



Keeping with the Worlds theme, I am trying to include as many helpful tips ranging from setting up your boat to how to sail that first beat to what tools should I pack. Look for all this in the next few issues.

With all of this worlds hype, let's not forget that most of our time is sailing at home. Let's keep building those fleets and bringing in the new sailors. Let's keep sharing ideas on how to keep the fleet growing.

The deadline for the next issue is **March 31**. I will be asking a few of you for specific input, but everyone is encouraged to contribute!

See you on the water!

Scott

P.S. I want to thank the generous on Jenn Twilla for helping get some of these scans in a readable format. Thanks Jenn.

## SECRETARY NOTES:

Fellow 505 Sailors,

1997 was a good year for the 505 American Section. Our membership is up to about 150 and should continue to climb as we approach the 1998 Worlds in Hyannis. If you know of 505 sailors who aren't members of the American Section, encourage them to join. This includes boat owners and non-boat owners alike! As of January 9, 1998 I've collected dues from only one-fifth of our membership, so please send them along if you haven't already.

Financially, we are sound, but we need your continued support to operate at peak efficiency. Generally speaking, we are a break-even organization. However, start-up funds are needed to help finance the 1998 Worlds, so we'll need all the capital we can get in the coming months. I have included a summary of the 505 American Section account activity below. Please feel free to contact me if you want further details.

As we gear up for the 1998 Worlds, it is important that everyone realize that running a good event is in our best interest. A well organized event will attract large numbers of sailors and media attention. The American Section has a golden opportunity to attract new members which can add to our local and regional competition. Please get involved if you can. It doesn't matter whether you live in Rhode Island or San Francisco, its YOUR Worlds.

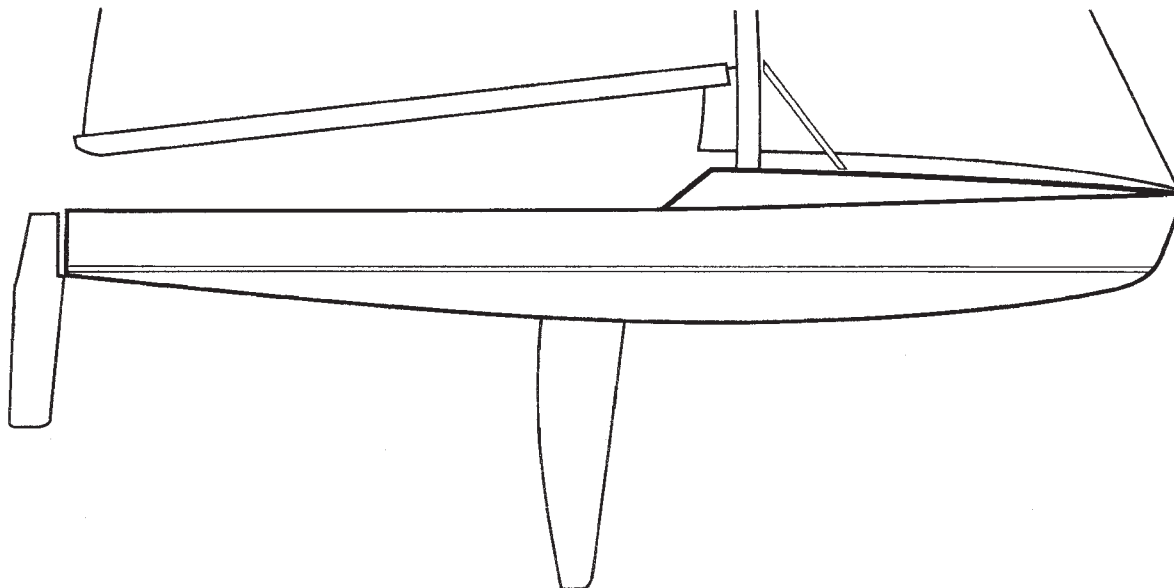
Finally, I have a limited supply of 505 American Section stickers. Therefore, anyone wanting stickers should mail me a self addressed envelope with postage and I'll put them in the mail to you.

Fraternally,

Jesse



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# Regatta Contacts

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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	512 833-8658	512 356-3617	
SteveYates	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		
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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		
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Paul VonGrey	Hatay@whidbey.net			
Sue Athmann	sathmann@sos.net			

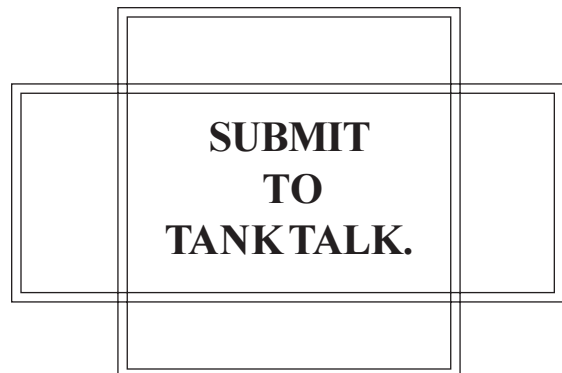


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# NORTH AMERICAN REGATTA SCHEDULE

Date	Event	Venue	Contact
<b>January 1998</b>			
2-4	Florida Midwinters	St. Petersburg Sailing Center, FL	Ethan Bixby
10	Frostbite	Oak Harbor, WA	Sue Athmann
18	Turnbuckle Tightener	ABYC, Long Beach, CA	Mike Martin
<b>February</b>			
14-15	West Coast Midwinters	ABYC, Long Beach, CA	Mike Martin
<b>March</b>			
14-15	Spring Dinghy Fest	St. Francis YC, San Francisco, CA	Matt Jones
<b>April</b>			
4-5	HiPer 98	California Yacht Club, Venice, CA	David Collins
4-5	Spring Regatta	Oak Harbor, WA	Sue Athmann
25-26	SCYC 505 Invitational	SCYC, Oakland, CA	David Shelton
25-May 2	Bermuda International Race Week	Bermuda	Ali Meller
<b>May</b>			
2-3	West River Spring	West River Sailing Club, Galesville MD	Macy Nelson
2-3??	Bristol Regatta?	Bristol, New England	Nick Trotman
9-10	Hi-Performance Invitational	Richmond, CA	Craig Perez
9-10	Hoover Regatta	Columbus Ohio	Graham Alexander
16-17?	Hampton Trapeze	Hampton Yacht Club, Hampton VA	Henry Anthor
23-24	Memorial Day Regatta	ABYC, Long Beach, CA	Mike Martin
30-31?	West River Regional	West River SC, Galesville, MD	Allan Freedman
<b>June</b>			
6-7	Hyannis Regatta	Hyannis Yacht Club, Hyannis, MA	Tom Kivney
13-14	RIISA	Barrington YC, Barrington Rhode Island	Tom Kivney
13-14	Junebug	Lake Fanshawe, London Ont	Graham Alexander
27-28	Dinghy Invitational	St. Francis YC, San Francisco, CA	Matt Jones
<b>July</b>			
3-5	Canadian Championship	Kingston YC, Kingston Ontario, Canada	Jeff Boyd
11-12	High Serria Regatta	Huntington Lake, CA	Mike Martin
18-19	Sandusky Summer	Lake Eire, Sandusky Ohio	Graham Alexander
31-8/2	East Coast Championship	Hyannis YC, Hyannis, Cape Cod, MA	Tom Kivney
<b>August</b>			
??	PacNW 505 Regionals	Oak Harbor, WA	Sue Athmann
8-9	Neal Fowler Regatta	somewhere in New England	Neal Fowler
21-23?	CORK?	Kingston, Ontario, Canada	
29-30	PCC	Richmond YC, Richmond CA	Craig Perez
<b>September</b>			
5-6	Labor Day Regatta	ABYC, Long Beach, CA	Mike Martin
12-17	North American Champ/pre-worlds	Hyannis YC, Hyannis MA	Tom Kivney
18-25	505 World Championship	Hyannis YC, Hyannis MA	Tom Kivney
19-20	Sandusky Fall	Lake Eire, Sandusky, Ohio	Graham Alexander
19-20	Bellingham OD	Bellingham, WA	Sue Athmann
<b>October</b>			
3-4	Fall Regatta	Oak Harbor, WA	Sue Athmann
10-11	Pumpkin	Lake Fanshawe, London, Ont	Graham Alexander
<b>1999</b>			
<b>July</b>			
1-15?	505 World Championship	Quiberon, France	French 505 Association

**SEND ANY SCHEDULE CORRECTIONS TO MY SELF (FOR THE NEWS LETTER)  
AND ALI MELLER FOR THE WEB.**

**THANKS**

# 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)

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@web-ster.com, (503) 524-3595 H and (503) 631-2101 W. Portland OR. Asking \$1,900 obo

USA 3534; The boat was probably built in the early sixties. It has a Proctor mast, mahogany deck and spinnaker bags. Almost all of the original woodwork has been replaced by a professional marine carpenter. Asking \$1750 for the boat with trailer and cover. Mike Kunnen, Seattle, WA (206) 367 3509.

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 3685; Parker launcher; 2 Proctor masts; old sails. Offers. Bob Page, 7 Long Point Road, Stony Creek, CT 06405; 203 488-9048 (home); 203 453-3385 (work); 203 458-6650 (fax).

USA 3766 , Parker; launcher; Proctor mast; lots of ho-hum sails, good spinnaker; standard blades; boats refinished and sealed with WEST System; \$1200 or best offer; Bob Brandon, phone: 650 317-3858; email RockSkip@ix.netcom.com; San Jose 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 4019; Parker, launcher, Proctor D, standard blades, spin used only 2 times, some new rigging, top cover, galv trailer, This boat is the one stored and not sailed from 83 until Nov 96. We are guessing it has been sailed less than 30 times total. Always garaged. Asking \$1900 Paul (360) 679 0831 Or Hatay@whidbey.net. The boat is in Washington State. The comment was made in Santa Cruz on the 7th, that this boat has either been lovingly stowed away in a vault or it has had an incredible restoration. WA

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 (no e-mail)

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

USA??? Ballenger (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! CANS2500 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 Kortman 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; Proctor 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 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 6203 Parker; All glass launcher boat with cored bottom. Extremely well maintained and still pretty stiff. Excellent road trailer and dolly w/current tabs. Dolly rolls onto trailer. 2 centerboards (1 gybing Lindsay). Brand new rudder. Top and bottom covers, both in good condition. Compass. Lots of sails from OK to very good condition: 5 mains, 7 jibs, 6 spinnakers. Ready to race except for two leaky bailer seals. Asking \$2500. Located in Seattle, WA. Contact Mark Reed at prismdes@ix.netcom.com or (206) 547-1100.

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

USA6227 ; Rondar, light use; rerigged in '97; launcher; Z-Spar mast, Proctor boom; North sails, 2 new jibs, one for practice; 1 new main, 2 for practice; 1 new spinnaker, 1 for practice; new rudder; several cool rigging items; cool trailer. Race ready. Asking \$4000. Alex Mehran, (415) 386-0600, Amehran@usa.net, SF, CA

CAN 6353; Parker foam core composite, launcher, new Proctor D, new lines and hardware throughout, 2 suits of sails, new gybing CB, cover, dolly. Asking \$2000 CAN, Keith Barrass in Ottawa: (Work) 613 763-2175; (Home) 613 729-8412.

USA 6663; Ballenger hull and mast, launcher, two sets sails, one set Bixby North 100 hours of use. Trailer, new lights, old cover, new bailers, Waterat foil, Needs new spinnaker halyard, rebuild of mast ram trim, and reorganization of forestay to be race ready. Sails fine. Asking \$1750, Contact Sandy Schirmer email: Sandford\_B\_Schirmer@compuserve.com, phone: 614-449-8492; OH

USA 6626; Rondar; launcher; all glass, nicely arranged and very clean cockpit layout; new running rigging 1997; Proctor D mast, Proctor boom and pole, 1 Danger main, 1 practice Danger jib, 2 spinnakers (1 new), refinished cb and rudder, LDC top cover, galvanized combo trailer; new galvanized wheels, tires and light bar; mast ram needs to be rebuilt; price not reflective of value, a bargain at \$990.00, laying at MBYC in San Diego, CA, Eddie Hillard (619) 558-7100 (w), (760) 436-8063 (h), eddie@fdb.com

USA 6666; Parker-hulled Lindsay; few specifics available; garaged for a few years, therefore very dry. Gordon Bell 717 637-7216 (home); 717 787-4794 (work); 310 Baugher St., Hanover, PA 17331.

*continued next page...*



## IN THE NEWS

### Are you interested in attending Bermuda Race Week 1998?

In 1997, after an absence of almost twenty years, the 505 class returned to Bermuda Race Week. Though only four 505s raced, the event was very much enjoyed by all the 505 sailors, and the non sailing wives and girlfriends who also went to Bermuda.

From the sailor's standpoint, Bermuda is warm and sunny - even in April we did not need wetsuits, you can see bottom at over 40 feet of depth, and it can be windy in Great Sound. The 505s were kept at the Royal Bermuda Yacht Club, literally just a few feet from the bar. It is an incredible place to sail and an incredible regatta.

From the non sailor standpoint, Bermuda Race Week has to be the only regatta anywhere that the non sailors enjoy even more than the sailors. The non sailing wives and girlfriends were unanimous in saying that they wanted 505s to race Bermuda Race Week in 1998, even if some of the sailors were unsure of 505 numbers in '98.

There is interest in Bermuda in restarting the Bermuda 505 fleet. There is serious interest from our contacts in Bermuda in bidding for a 505 World Championship, perhaps the year 2000. Plan on racing in Bermuda, helping to restart a Bermuda 505 fleet, and check out a possible venue for a 505 World Championship.

The event is April 25th to May 2nd. What days 505s would race is somewhat flexible. Races are run Sunday 26th through Saturday May 2nd, with a lay day during the week. Additional non racing days are up to the 505 class.

Shipping is roll on roll off (RORO) from New Jersey or Florida, and costs something in the order of \$300/boat for boats on double trailers.

The Bermuda Yachting Association is happy to include 505s in the 1998 Bermuda Race Week, as long as we have a minimum of four boats racing. If you may be interested in Bermuda Race Week, please contact Ali Meller at [alimeller@aol.com](mailto:alimeller@aol.com). I can also help with skipper, crew and boat matching. We have to let the Bermuda Yachting Association know soon if we plan to attend or not.

Thanks,

*Ali Meller*

*VP International 505 Class Yacht Racing Association*

### Sail Expo '98

To all,

I am writing to recruit any and all of you fellow 505 sailors to help make this years 505 presentation at Sail Expo a raging success. The event runs from February 4-8 in Atlantic City, NJ., where you can gamble your life savings away and while consuming endless free drinks. The class will sponsor a hotel room for those who participate in setting

up, monitoring, and taking down our booth. The Set-up time starts Sunday Feb. 1 between 8:00 and 4:30 and extends up until Wednesday morning at 11:00, after which the flood gates are opened and our fine product is revealed. The show runs Wednesday from 12:00 to 7:00, Thursday from 10:00 to 7:00, Friday and Saturday from 9:00 to 7:00 and Sunday from 9:00 to 5:00. Monday and Tuesday are the tear-down times, more appropriately referred to as derigging, between 8:00 and 4:30. We are going to be displaying Barry Kuehl's new Rondar which should be an awesome site. We are also looking for someone willing to transport his craft from Connecticut and back. The support of the class is essential to the success of this show. Please help out! Let me know if and when you are willing to help with this venture. I can be reached either at this email, or at [brainwrk@ici.net](mailto:brainwrk@ici.net), or at home at 978-526-1132. I will be waiting by the phone. Thanks.

*Nick Trotman*

*USA 8610*

### Dave Cahn in Memoriam

Our friend, Dave Cahn, died as a result of a cardiac arrest suffered while sailing his 505 during the December 6, 1997 Richmond midwinters regatta. He could not be resuscitated under the circumstances. We shall miss him very much. I have been lucky enough recently to have him sail as part of my crew on our Antrim 27. He was a valued member for his intelligence, his quiet good humor, his loyalty and his friendship. He is survived by his wife Eileen.

A memorial service for Dave was held at the Berkeley yacht Club. About 50 to 60 people who had been associated with Dave met to share our memories of Dave. We were aware of Dave's qualities in his sailing life but I was unaware of the high regard in which he was also held in his business life. He had received a Ph D from UC Berkeley, had worked on engineering projects related to the space industry which is still using one of his inventions. Then, with his wife, Eileen had started his own electronics company. Everybody spoke of his unfailing enthusiasm, his generous, cheerful spirit, his good humor and his intelligence. As far as I could tell, everybody had wonderful memories of his company.

The gathering included 505ers whom we had known over the last 20 or more years. Dave would have been very happy to see that his passing had this one positive aspect. Will Hartje came up from Phoenix and there were messages from all over the world, Australia, Germany, Sweden, Denmark and England, not to forget Canada and the USA who perhaps knew him best.

It is, by now, a cliché to say that if we had the choice of ways to leave this world, Dave had picked one of the best. It goes without saying, however, that this was far too soon to have him leave us. This sentiment was shared by all and, I am sure, will be by all of the International 505 Class.

*Dennis Surtees*



## Directory of Known 505 Builders

### Duvoisin

Constructions Nautiques Tel: +41 (0)38 41 10 66  
 Battieux 3 Fax: +41 (0)38 41 42 08  
 2013 Colombier/NE  
 Switzerland

Karl's Boat Shop Tel: 508-432-4488  
 50 Great Western Rd. Fax: 508 432 7645  
 Harwich, MA 02645  
 USA

Kulmar Boat Building Pty Ltd Phone/fax: +61 2 9982 9296  
 Unit 24, Dee Why Industrial Estate,  
 1-5 Thew Parade, Dee Why 2099  
 Sydney, Australia  
 A.C.N. 002 443 058

Kyrwood Composites Phone/fax: +61 65 81 23 77  
 4/156 Lake Road  
 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

USA 7068; Hamlin (bags), honeycomb, Proctor D Mast, Water Rat Blades, Danger Sails (many), Trailer (rail support type), Rigging recently upgraded, Pole launcher, Excellent condition. \$5,000. Boat is in Long Beach at ABYC. Call Kevin Taugher at (562) 439-4945.

USA 7155 ; Ballenger launcher, klegecell 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, CSmith.at.csomstudent@csom.umn.edu. St. Paul, MN.

USA 7554; Cored Kevlar/Carbon reinforced Parker. Launcher. Redecking 1997 with major carbon rebuild. Waterat centerboard, reinforced Parker rudder. Proctor D, beautiful spliced Vectrus fluid rig tension and shroud systems. Trailer. North Sails, never used P&B kite. Perfect rigging systems- everything works. Refinished 1997- White hull, It grey deck. Pretty boat, fast, competitive boat. \$4850. Henry MacCray HRMccray@aol.com

USA 7569 ; Parker composite; launcher; Proctor D, new Proctor boom; Waterat blades; newish North main and 2 jibs, used Sobstat main and well-used spinnaker. Kevlar-reinforced deck; refinished bottom; top cover, trailer, dolly. \$2500. Robert M. Robinson, phone for next 2 months: 860 445-6699, room 620. CT. NOTE: Robert will be driving from New England to San Diego in December and can meet a purchaser anywhere in between..

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

GER 7860; Parker Model 24 composite (wooden foredeck), Kevlar reinforced; bag boat; Superspar M2 mast; Diamond main; Pinnell & Bax jib & older Alverbank main and jib, 1.5 year old UK spinnaker and 2 other spinnakers; launching trolley; top and bottom covers; minimum weight, very stiff, new centerboard, fixed rudder, compass, excellent condition, deck professionally refinished 1996. Oliver Ziems Tel +49 381 686 175 (h) or Holger Jess +49 4351 87237 (phone) +49 4354 87137 (fax). Can easily be shipped to North America (approximately \$400-\$500. Keil Germany.

USA 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). northern California

USA 8059; Rondar; launcher; 3 suits of sails, 1 brand new Danger main and jib; Proctor D; Carbon fibre CB, Milanes & White rudder, both recently faired; cover; trailer and dolly; price not specified. Bob Edenbach. (401) 683-4011, Newport, RI.

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 8316, Parker Type 25, Kevlar/Carbon hull, Proctor D mast, No. 1 Sails in like new shape, Bloodaxe rudder/cb, Rapide Trailer/trolley w/fat tires, Excellent top cover, borderline bottom. This boat is bad to the bone - one of the Type 25 "superboats" - it is at weight and in near perfect shape. Light grey hull/deck, red and blue waterline. \$6500. Thomas Brockenbrough <tjb313a@bellsouth.net> (email preferred); 803-853-5414.

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

USA 8660; Lindsey-construction bag boat with glass deck and tanks, built 5 years ago, but only recently formally measured, raced at Denmark '97 Worlds (37th, 22nd at pre-worlds), full set North sails (new at light air Worlds), German-design dolly trailer with functional lights, Proctor D mast new this fall with Spiro pole system, top and bottom covers, equipped for racing; \$10,000. Reason for selling: also own new Waterat and don't need two boats; Call Terry Neff, Tel:612-822-5001; Email:neff0005@tc.umn.edu.; boat located in Bristol, RI.

## RIGGING TIPS

### INTERCONNECTED REEF AND OUTHAUL SYSTEM

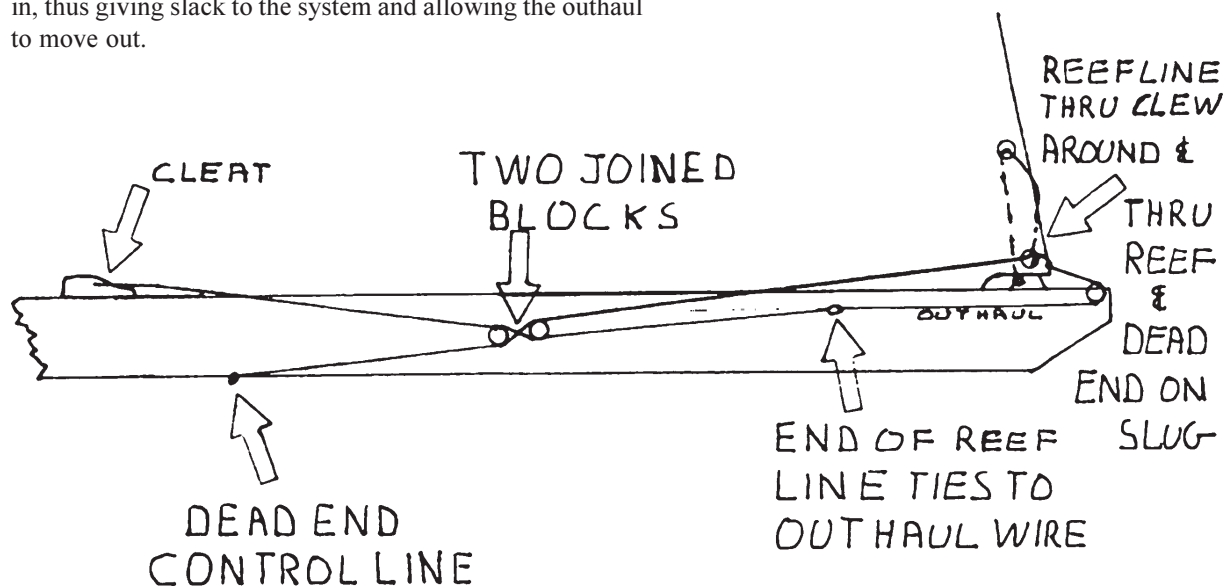
This system allows the outhaul to function while the flattening reef is in. When we rake to 25'2" or further back we put in the reef. This accomplishes several things. First, it reduces sail area. Secondly it raises the boom. This makes it easier for the old man in the back of the boat to tack and Jybe. It also keeps the boom out of the water when reaching. On downwind legs when it is windy we reach downwind. In order to go as low as possible we like to power up the main. One way we do this is by easing the outhaul. This was a problem when the reef was in. So we came up with this system so that the outhaul could be eased while the reef is in. This allows us to have a full main and a high boom.

There is a diagram below that shows how to rig this system. A control line goes from a cleat, through the boom, around one of two blocks that are joined together, and then dead-ends onto the boom. The reef line is tied to the outhaul then goes around the second of the two joined blocks, then exits the boom goes through the clew grommet up & around the sail, through the reef grommet, and then ties to the slug that slides in the boom. It is actually very clean and simple once it is rigged. You don't have to use it that often but it is sure nice when you do.

*Mike Martin*

*Question; the reef line deadends at the outhaul (which is only partially shown) and is tied to the plug. With the reef in, the control line is taunt (assume outhaul is tight); At this point the outhaul cannot be eased unless you also ease the reef control. So, in breeze, do you only use the reef control and leave the outhaul alone? Use both?*

Actually, as you ease the outhaul the Clew, and slug move in, thus giving slack to the system and allowing the outhaul to move out.



Give your 505 performance  
the Ullman Sails Speed Advantage!

**Ullman Sails**  
410 - 29th Street  
Newport Beach, CA 92663 USA  
Phone 714/675-6970  
Fax 714/675-6276  
Email ullman@ullmansails.com

**SUBMIT TO TANK TALK**

**THE MOST COMPETITIVE**

**505**

**IN THE WORLD!**



Rondar have been at the forefront of building performance 505's for over 25 years. With many championship wins to our credit, including the 1995 Worlds, Rondar Raceboats are now the predominant builder.



Each boat is built to your specific requirements and fitted out to the highest quality using the best racing equipment available. We offer a comprehensive choice of spars, sails and equipment, including

**PROCTOR MASTS and RAPIDE TRAILERS.**

Please ring or fax us for a free copy of our color brochure which details the Championship winning specification.

### **PRE-OWNED CRAFT**

Many of our clients wish to renew their craft from time to time and we often have pre-owned boats available for sale at our factory. All the boats are inspected by us prior to sale and made good to proper condition.

This may be an ideal way to obtain your first 505 dinghy at an entry level price, and we are happy to assist with the later resale if you wish to 'trade up' to a new boat.

### **SHIPPING TO THE USA**

We frequently despatch a container of 505 equipment for delivery to the United States. Contact us to discuss any requirements you have for craft and equipment.

14 Indus Acre, Avro Way, Bowerhill

Melksham SN126TP England.

Tel: +44 (0) 1225 707550

Fax: +44 (0) 1225 702113



# 1998 Worlds Information

Welcome to Cape Cod!  
Your Vacation Destination....  
Your 1998 Worlds Destination....

The members of the International 505 Class, American Section and the Hyannis Yacht Club cordially invite you to participate in the 1998 North American Open Championship (Pre-Worlds) and World Championship. Hyannis Yacht Club has a long history of hosting major international one-design events and is host to hundreds of participants at its annual regatta every summer.

Sailing heats will be conducted on the open waters of Nantucket Sound on the south side of Cape Cod in dependable sea breezes and warm waters. On-shore activities will accommodate sailors and tourists alike.

The Hyannis region is one of the most popular Summer holiday regions in the eastern United States with long stretches of sandy beaches, the Cape Cod National Seashore, numerous cultural activities including historical museums, art museums, and playhouses. Day-long excursions to the popular islands of Nantucket and Martha's Vineyard and to the historical city of Boston are easy to make from Hyannis.

Since the regatta is being conducted in September, immediately after the end of the tourist season, plentiful and affordable accommodations of many varieties should be available.

Billeting for our overseas travelers will be available on a first-come, first-serve basis and details will be provided on the regatta Web site, due to launch on December 15, and final invitation to be mailed in February. A preliminary list of accommodations is included herein.

Schedule of Sailing Events is Set! Worlds will be an Open Event in 1998!

## *North American Championship Open*

Sep. 12 Saturday Registration & Measurement  
Sep. 13 Sunday Registration & Measurement & Practice race  
Sep. 14 Monday North American Championship

race 1 & 2  
Sep. 15 Tuesday North American Championship  
race 3 & 4  
Sep. 16 Wednesday North American Championship  
race 5 & 6  
Sep. 17 Thursday North America Championship  
race 7  
Sep. 18 Friday Measurement day

## *World Championship \**

Sep. 19 Sat. World Championship race 1  
Sep. 20 Sun. World Championship race 2  
Sep. 21 Mon. World Championship race 3  
Sep. 22 Tue. World Championship race 4  
Sep. 23 Wed. World Championship race 5  
Sep. 24 Thu. World Championship race 6  
Sep. 25 Fri. World Championship race 7  
& Awards Banquet

*\*Open event for 1998*

## Where to Stay

### Condominiums/Cottages

- Yachtsman Condominiums - beautiful, furnished units next to the club with heated pool, private beach. This is probably the first choice for families and groups that will be accompanied by non-sailors. Call (508) 771-5454. 1695775-FAX: (508) Reserve NOW because these units will go fast.
- Harbor Village, Hyannisport - 3 minute drive to the club. These are rustic but convenient and comfortable cottages located a short distance from the club. Check out their Web page at <http://www.harborvillage.com> Call (508) 775-7581, e-mail: [tim@harborvillage.com](mailto:tim@harborvillage.com)
- Other Condominiums through Realtors - Call these Realtors for condominiums in and around the Hyannis area that are comfortable and convenient:
  - Century 21 Realtors - See current listings On-line at: <http://www.oneweb.com/reo/jregan/props.html#RRRentals> or call (508) 539-2300.

### Motels

There are numerous, comfortable motels within walking distance or short driving distance from the club. Most motels cater to tourists who are bound for the local islands in the Summer months, so accommodations should

*continued next page*

be plentiful and affordable (about \$65 - \$95/night). Here are a few that regatta participants have stayed-in and recommended in the past- Comfortable, simple and two minutes from the club. Overlooking the ferry docks. :

- Harbor House Lodge (508) 771-1880.
- Hyannis Harborview (508) 775-4420.
- Hyannis Holiday Motel (508) 423-1551.
- Sea Coast (508) 775-3828.
- Sun & Surf Motel (508) 771-1652

**Other Motels that may be a bit more expensive, with additional amenities, still within a short drive of the club:**

- Cascade Motor Lodge (508) 775-9717.
- Cape Codder/TARA (508) 771-3000.
- Trade Winds Inn (508) 775-0365

**All of the above accommodations have either beach access or are within a very short drive of many beaches.**

### Billeting

There will be a limited billeting system preferencing our overseas guests that have the farthest to travel. North American and European visitors should not count on billeting at this time. Please send requests for billeting including: Name, home club, address, e-mail address, and number in party to: 505 Regatta Chair, Hyannis Yacht Club, 490 Ocean Street, Hyannis, MA 02601, USA. Please understand that we cannot guarantee billeting for anyone at this time, we are simply developing a list of prospective participants who will be requesting billeting.

### Camping

No Camping will be permitted on club grounds. Hyannis is not a camping destination. The density of a tourist-driven resort town does not permit open spaces available for camping. There are state and national parks within 45 minutes that have outstanding camping facilities.

### Bed & Breakfasts

Cape Cod and the Hyannis area in particular have numerous small Inns that can meet your lodging needs. Many of these inns are located in historic houses. Accommodations can range from very simple to deluxe suites and the prices will vary accordingly. The "average" room at a small Inn or B&B will cost \$60 - \$90 per night and will include breakfast. Less expensive rooms are usually available if you're willing to share a bathroom.

The best source for B&B reservations is Bed and Breakfast of Cape Cod, Inc. They have a web site at <http://www.oneweb.com/bbcc/> Or you can call them directly 800-730-2772 (outside Mass.) 800-686-5252 (inside Mass.)

### Web Site Resource:

<http://www.allcapecod.com>

## What Kind of Sailing to Expect

The water will be warm, anywhere between 65 and 70 f. Nantucket Sound has a dependable sea breeze when "typical" conditions of sunny skies and warm temperatures over land prevail. "Typical" at Hyannis at this time of year is:

- Southwest wind 13-15 knots or stronger depending upon heat of land and location of weather systems. (full wind and weather data to be included in February's Regatta Brochure)
- Choppy seas of 2-4 feet. Nantucket sound is a vast body of water but not as deep as open ocean so waves tend to be "choppy" versus open ocean swells. East winds associated with approaching low pressure systems can bring ocean type swells.
- Tide and current will have an impact on wind and tide will vary over the expanse of the race course. Racers should study tide tables and area charts prior to racing. Current tide information will be posted daily. Tide can move across the race course and Nantucket Sound at speeds of up to 2.5 knots, even in deep water.
- Extremes can occur at Hyannis. We have experienced "3-day Northeasters" with high winds and rain spanning



two to three days. Temperatures during these events can be cool...about 65 to 70 f. One day of a regatta held during the same week of September this year was canceled due to high winds from the Northwest following a frontal passage. The coldest daytime temperature to expect will be 60 degrees f. The warmest conditions would reach about 90 degrees f.

## About Hyannis Yacht Club

Hyannis Yacht Club, a private club, has served a membership of racing and cruising sailors for over fifty years. Facilities for members include launch service, dock facilities, seasonal mooring, club house with restaurant and bar on the upper level, recreation rooms, temporary bar areas and changing and shower rooms on lower levels. There is also a private beach with swimming area that is appropriate for small children accompanied by parents. There is a large, expansive dinghy park that is either paved or flat grass. The club is adjacent to a small state park where there is additional open space for activities like sail folding, boat washing.

Hyannis has a very active One Design and Offshore racing membership. Club members participate in a variety of classes ranging from the locally -designed "Wianno Senior" keelboat class that has raced in these waters for over 70 years to Lasers, 505s and One design keelboats. Hyannis members have hosted major 505 events for over 15 years, including the North American Championships in 1991. The membership out and greatly looking forward to the 1998 World Championships.

Hyannis Yacht Club  
490 Ocean Street  
Hyannis, MA 02601 USA  
(617) 778-6100

## Shipping

Direct shipment of containers should arrive at the Port of Boston (75 miles) or Providence (70 miles). Negotiations for container sponsorship for the continents of Australia Mainland Europe, and UK are currently under negotiation with a prospective sponsor. Details will be made available to class secretaries in all countries as soon as they are available. Bear in mind that shipping sponsorship is NOT guaranteed at this time, so please make plans accordingly. Temporary storage of containers at the regatta site will not be permitted.

## Forthcoming.....

Regatta planning information will be released in the following media as the event draws closer:

- Official Invitation and Brochure: A two to three color brochure with venue photographs and complete On-shore/Off-shore schedule of events to be mailed to the entire 505 class membership: MAIL DATE: February 15, 1998.
- Regatta Web site with Planning News, Bulletin Board, brochure content, venue photographs and On-line registration: LAUNCH DATE: December 15 at - <http://www.505worlds98.com>



appropriate for small children accompanied by parents. There is a large, expansive dinghy park that is either paved or flat grass. The club is adjacent to a small state park where there is additional open space for activities like sail folding, boat washing.

# WORLDS TRANSPORTATION STATUS

*For all those west coasters who want to know how they are getting to the '98 Worlds, see below. ed.*

West Coast Worlds Container Ranking System.

Presuming that Sealand supplies free shipping from the West Coast to the worlds. We have created this system to determine who gets to go in the container.

There will be 6 qualifying regattas. They are:

1. California State Championships. California Yacht Club.  
April 4-5
2. Santa Cruz Yacht Club Invitational.  
April 25-26
3. Richmond Yacht Club Hi Performance Invitational.  
May 9-10
4. Memorial Day Regatta, Alamitos Bay Yacht Club  
May 23-24
5. St. Francis Yacht Club Dinghy invite  
June 27-28
6. High Sierra Regatta, Huntington Lake  
July 11-12

Regatta Scoring:

\*Each boat that enters and starts at least one race gets 50 points per regatta.

\*Each boat gets one additional point for each boat that it beats in the regatta.

\*Each Boat will count its' 5 highest regatta scores.

\*Each Boat that attends all 6 events will receive a 10 point Bonus.

Shipping to the Worlds:

\*The Boats with the 10 highest scores will be included in the shipping container to and from the Worlds.

\*If a team participates in the Bermuda race week, or the European championships. there score in the event may be substituted for the missed conflicting ranking event.

\*There will be a \$100 non returnable fee per boat, this money will go to the following:

1. Covering local trucking cost.
2. Travel grants for West Coast boats going to the worlds that are not in the container.
3. Any remaining money will be donated to 505 Class American Section \*If a qualifying boat does not deliver its' deposit by August 1, 1998 the next highest scoring boat takes the open spot.

\*Boats will be Loaded at the PCC's August 29-30

\*Boats will be unloaded at the SCYC Octoberfest. Oct 3,4

No Sniveling:

Anyone caught sniveling or otherwise badmouthing the ranking system will be ineligible for shipping privileges.

*Mike Martin*

# SAIL SMARTS

## THE BIG BAD WORLD'S COURSE

**The First Beat is your key to success!**

The world championship is one tough regatta for good reason. At least half of the fleet have the ability to win a race and much of fleet has a chance to win the regatta. How do the Hamlins, Bergstroms, Barkers, Upton-Browns etc, consistently place in the top of fleet and often fight for the championship? The answer is varied according to team, whether it is exceptional speed, good pointing, excellent experience, fleet management, proper preparation, but they all have one thing in common. They all start well and have good first beats, ensuring that they round the first mark in the top twenty of the fleet, more often in the top ten. From there on the race is not that difficult, but that first beat is damn hard, and I guarantee that all of their hearts are pumping when the starting guns goes off. I don't claim to be in the same class with these guys, but found myself to be in their way and ahead of them in many of the 1997 world's races. This article will try to give some insight into that crucial start and first beat in order to help the US Team win the worlds in Hyannis.

### The Start

A three to four minute gate with over 80 boats! A scary notion. If you gate first and the wind lifts, you start in 80th. If you gate last and the wind heads, you start in 80th. So where do you start and why. As is any sailboat race it helps to get out to the course early and figure out what the wind is doing. Then you can determine if the wind should head or lift. Even if you think it is a lifting breeze, it is difficult and scary to wait three minutes and start last, while all the fast guys have blasted through the gate. Remember this: Rarely does the first gater, last gater or pathfinder win the race. The winner usually comes out of the middle somewhere.

In Gilleleje it seemed that the preferred place to start was about 15-25 boats up the gate. This way you are getting out early and racing your own race, but you are starting a little more to the middle, which is a little more conservative. The 1997 World champion, never won a race, but his worst finish was a tenth.

See Mike Mills article about early gating in (**issue of tank talk**), he has a theory of the wind bending around the fleet so there is more velocity on the ends and the wind is less disturbed. I think he is right and that is why you see more people gating early. Of course it would make sense to gate late as well, but those fast guys have already been jetting up the course for three minutes. It is very hard to wait.

We would try to decide where we would want to gate, and then be flexible as we went up the line on port before the start. Another big consideration is traffic! We would happily go up the line a little further if we could have a nice hole to start in. I knew we were fast and had good pointing, we just had to get off the line cleanly and in clear air.

### The First Minute

*continued next page*



## SAIL SMARTS

Be in point mode! Don't go slow, but keep pointing. It is essential to keep your lane. We had a lot of success in pinching off the two boats above us, and then having a huge lane and the ability to tack if we wanted. As a crew, I kept trying to see the future and tell Ali about it before it was happening. If someone was coming fast above us, we would foot and go fast forward and then start to point and squeeze them off. Off the gate start, look above and behind you, you won't see them coming otherwise. The helm and yourself can easily see the boats below you.

This is great if you can keep your lane, but what if you can't. If you are going to tack make sure it's a good lane to tack into. Think about the boats around you and the one that are getting squeezed and rolled and what they will do in the next thirty seconds. Several times we would hang in an undesirable location and wait for the right lane to open up for us. The worst thing that can happen is that you are forced to tack out of your lane, and then as you tack, someone to weather does also. Now you tack back and right then, you will be rounding 40th or worse. The emphasis should be on trying to keep your lane by footing or pointing or going fast. Keep communication open about what is happening and what is going to happen.

### Middle Beat (2-12 minutes)

If you kept your lane off the line and the wind has stayed relatively steady, you should now be in that top 30 boats. Those boats that didn't keep their lane are hating it and

somewhere behind you. At this point my advice is, no matter which way you are going, keep going. Only tack unless you have a very good reason. We absolutely killed some people by hanging all the way to the Lillian. I know the fundamentals say to avoid the laylines, but if you can get there first or soon after, you are in good shape. All of the boats in the cone formed by the laylines are in dirty air. The best place is really clear air three of four lanes below the Lillian. Wind shifts are definitely important and it is essential to stay in phase, but clear air and speed is key against the world's fastest sailors. Stay in clear air and don't tack too much. I was cringing at every tack we made, because those fast guys are in the groove and trucking. At this point in the race, you should be concentrating on Speed! Go super fast, for now is the time to grind people down and get into the top ten. Avoid altercations with other boats, you must keep your fast lane. We ducked a couple of Port Tackers so that we would not have to deal with them.

### The Cone at the Top

This is tough because the clear air and lanes are becoming limited. The decisions you make here can mean a top ten rounding or a mid fleet rounding. This may be obvious, but get your butt around that mark in that top group. You can see the mark right there, you can see the leader, you can see the pack, now get yourself to round ahead of the pack! Sounds easy huh? How do you do it? Well I don't really know. Be lucky, fast and daring. We made the port Lillian pay several times. Part of the reason for that was that we would gate early and keep going close to the port Lillian. I was determined to stay in clear air, so if someone tacked in front of us, we would go out further. It is scary coming in on port, but if you are in the top group, you don't have to worry about spinnakers, and most of the starboard tackers are overstanding. In one race we tacked below a couple of starboard tackers, that rolled us, but then we rounded right after them in 10th or so. Stay in clear air, but don't overstand. We got killed a couple of times by overstanding on the Starboard Lillian.

### Summary

The world's best sailors are the world's best sailors for good reason. They are all well prepared, very fast and smart. Get your boathandling down and your speed up and then you can hang with these guys. A world's start with over 80 boats is an adrenalin rush. Don't get too keyed up and make sure you get off the line with a little room on either side with good speed and point. Keep your lanes open up the beat and keep going fast. Stay away from traffic and try to foresee what will happen before it does. At the top of the beat figure out how to beat the pack to the mark. Then set your chute and when you are hooked up and half way down the reach, ask your helm if you can look back for a moment. When you get permission, the sight of 80 spinnakers following you, will bring a smile to your face. Now don't let them catch you!

*Allan Johnson sailed the 1997 World Championship with Ali Meller, finishing 7th.*

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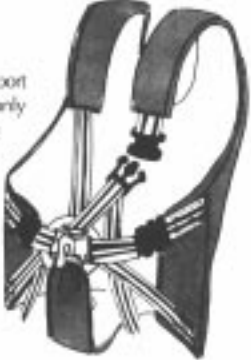
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## RIGGING TIPS

*What is the difference between transom and vang sheeting. What effect does it have on sail shape, boat handling, and tuning? I think vang sheeting is having a 3:1 mainsheet in the center of the boom. Is this correct?*

(Ali Meller - USA7200 & 8263)

I think of vang sheeting as similar to using a transom bridle. To me, vang sheeting means I am using the vang to control mainsail leech tension, while using the mainsheet to control the in-out position.

This interpretation means that you can vang sheet with a transom bridle, a center bridle or a center hoop (a transom hoop would be an interesting idea).

If you had a mainsheet traveller, you could use the mainsheet to control mainsail leech tension, and the traveller to control in-out.

Now to the difference between a transom bridle and (say) a center bridle system.

Many people find the transom bridle system harder to tack (and gybe), as you have to pass the tiller extension around in front of the tiller... which means you push it through next to where the mainsheet comes down from the boom to the swivel jammer and then flip it to the other side...as you would in a Laser. A center bridle (or hoop or traveller) system allows you to pass the tiller extension around behind the swivel... which some people like.

The transom bridle (with a split mainsheet run to each rail

near the transom) pulls less down on the sail and more in, so you can control the in-out position of the boom, without tightening the leech of the main. With a transom bridle you can center the boom without overtightening the leech, while with the center bridle (which is normally led to the side tanks near the floor), you are getting more downward load and the blocks prevent you from centering the boom. In practice, you will be sheeting further outboard for the same leech tension in light air.... which probably means slightly less point.

In theory using mainsheet tension to control leech tension would result in less mast bend (load on boom is down rather than down and forward) and less forestay sag (mainsheet tension pulls mast aft relative to boat, tightening jib luff, while vang (if attached to mast not boat) does not pull the mast aft relative to the boat). With a mast ram consisting of a strut from the foredeck to the mast at roughly gooseneck height, the forward load from the boom resulting from a tight vang is mostly negated.

Vang sheeting relies on rig tension to control jib luff sag, while a system that has the mainsheet pulling down on the boom (and tensioning the leech and reducing jib luff sag) might need rather less rig tension.

As for mechanical advantage... the split mainsheet transom bridle is probably not that different from a 4:1 in the center of the boom. You could measure how much mainsheet you have to pull in to get the boom from touching the shroud to centered with each system... the more mainsheet you have to pull, the greater the mechanical advantage you have. I like less mechanical advantage for faster adjustment (and pumping).

(Rick Leir - USA????)

Mine is 4:1, and it should give the same mechanical advantage as 2:1 at the transom.

Transom sheeting prevents you from swinging the tiller extension to the stern during a tack. You have to swing it forward while the helm is hard over, and the resulting rudder gyrations are not optimal during a tack. This is the main difference, the others don't matter much to me.

There is a minor difference in sail shape due to flex in the boom. I would expect centre sheeting to give a flatter sail, all other things being equal. But most sails have extra loose cloth at the foot, so boom flex should not matter.

There might be a slight difference in rotational moment of inertia. Transom sheeting would put some mass away from the centre of mass.

With transom sheeting, during a gybe, the sheets can get caught on the corner of the stern, or the rudder stock. With centre sheeting, the skipper can pull the boom over by just grabbing all four (I know, the crew is supposed to get the boom over).

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## HOW TO SET THOSE SAILS!

### DIFFERENT SAILS, DIFFERENT SHAPES?

Having sailed with many different sails from many different sailmakers, I'm always asked which sail is best in which conditions. My stock answer, *"they all start with a differentshape, but somehow they all get to about the same shape for the same conditions"*. You are either 'powering up', 'powered', do 'depowering'. This answer drives people crazy. Ali has been after me for a year now to write an article on the differents of all the sails our there. Sorry this is not it.

However, it has become clear to me that we all describe sail shape very differently, and individual understanding of sail controls even in the same boat can be greatly different. Tuning guides also can be very helpful, yet we often get fixated on the 'numbers'. Instead of a comparison of sails and tuning guides, I offer a ten step check list for speed.

- A 505 likes to be sailed with a little weather helm in light conditions and neutral helm in windy conditions. If you have too much helm, sail the boat flatter, flatten the sails, decrease rake, or raise the centerboard.

- A 505 likes to be balanced in the speed/point grove upwind. If you have speed to burn, but cannot point with the pack, stand the rig up. If you are slower than the pack, and are out pointing everyone, rake back.

- If the rig is too loose, the jib is too full, and the boat cannot point. If the rig is too tight, it is hard to keep the boat in the grove.



- Sail the boat on its lines. Keep the knuckle from digging in, and keep the stern from dragging.

- When the breeze is on, the bow must be able to float freely threw the upwind grove, without the boat heeling over when driving off. The centerboard controls this feeling.

- Set the rig and main os the luff curve matches mast bend. Do not sail with overbend wrinkles.

- Start with the luff og the jib breaking evenly, if overpowered twist off so the top telltales break first.

- In light to medium conditions both sails should have small horizontal wrinkles along the luff.

- The main and jib leaches should be parallel. Be careful not to close the slot. As the wind builds and the main is twisted off with the sheet eased, twist off the jib, or open the slot.

- Keep the top batten parallel to the boom for most conditions. If you need to point, the batten could be hooked to windward. If the sail is twisted, the baten should be falling off to leeward.

- Use a jib leach telltale to judge jib shet tension. Keep it flying.

Once you are set up, find the sweet spot for the given conditions, and keep it rolling!

*Scott Ikle*

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# REGATTA REPORTS

## 1998 505 Mid-Winters, ST Petersburg Yacht Club, Jan 2-4

As it did last year, the regatta included the International Canoes (ten boats) and the Flying Dutchman (five boats). As always, Nancy Graham and the SPYC did a great job running the event, with a packed schedule of racing and social events, and breakfast, dinner and beer included in the entry fee. Some competitors describe it as the best event they have raced in. Pat Seidenspinner was once again RC chair, and her RC did an outstanding job of running the races, frequently having to shift the weather mark for each weather leg, all while three classes were racing on the same course. The RC also responded ably to the 505 class's request for gate starts, running nine gate starts without a hitch for the 505s (the International Canoe and FD's stayed with line starts). One outcome of the gate start experience is that the RC appears to be as sold on the idea as the 505 class and may be considering encouraging other classes having events at St. Pete's to use them.

Thanks again to Nancy and Pat, and to the SPYC. Another outstanding regatta! A number of teams showed up early to practice, and were rewarded with great 15-18 knot breezes on Thursday January 1st. A high threatened to leave us no wind at all for the event, but there was enough breeze each of the three days for all nine scheduled races to be run, with at least some marginal trapezing in each.

Ethan Bixby/Mitchell Rogers sailed an excellent 1,2,2 to lead after the first day of racing with Mike Zani/Peter Alarie's 2,1,5 keeping them close. Tyler Moore/Scott Ikle had a great second day with a 3,1,2 pulling them into a three way tie for first with Bixby/Rogers and Zani/Alarie. Moore/Ikle's momentum continued on the third day of racing with a 1,5,1 giving them the 1998 505 Florida Midwinter Championship. Zani/Alarie's

5,3,7 kept them in second, while Nick Trotman/Mike Mills 3,1,8 pulled them past Bixby/Rogers into 3rd.

The shifty conditions, current, and puffs and holes made for some very challenging racing, with big gains and losses frequently happening all the way through a race. There were also some very close finishes.

The Florida Midwinters continues to be a good example of where the North American 505 class is. The event and the class are growing. There were almost brand new Rondars and Waterats, as well as lots of older boats (three over 20 years old). Three of the five used UK 505s imported this year were at the regatta. North and Ullman/Danger sails were popular, and both spinnaker launcher and forward tack bag boats did well. Once again a number of people at the midwinters have bought 505s and joined the 505 class within the past year. Welcome to Fred Liesegang and Dave Anderson, Chris Tuggle and Paul Muus, David Chatham and Chuck Norris, Tom Price and David Byron, Malcolm Higgins and Peter Epstein, Josh Adams and Lars Guck. These teams all bought 505s within the past year.

Paul Muus has done an incredible job of rebuilding Parker 5482. The boat looks brand new, and has been completely rerigged (looks just like a new Waterat layout) with all the important controls. This boat used to belong to long time 505 sailor John McNeil and was in exceptional condition when Paul bought it, but even so the transformation is fantastic. This is an outstanding example of what can be done with an older Parker 505. Even though they are still figuring out the tuning, Chris and Paul finished ahead of a good Waterat 505 and several other much newer 505s, and beat new Rondars and much newer Parkers and Ballengers in races. Chris and Paul were the top finishing classic 505 (sail number older than 6500, excluding Parker-hulled Lindsays). Paul has taken pictures of the rebuild and has promised an article for Tank Talk and the web page.

*Ali Miller*



PLACE	SAIL	SKIPPER/CREW	1	2	3	4	5	6	7	8	9	TOTAL
1	8629	TYLER MOORE/SCOTT IKLE	3	(7)	4	3	1	2	1	5	1	20
2	7318	MIKE ZANI/PETER ALARIE	2	1	5	4	(8)	1	5	3	7	28
3	8610	NICK TROTMAN/MIKE MILLS	5	3	6	(9)	2	3	3	1	8	31
4	80	ETHAN BIXBY/MITCH ROGERS	1	2	2	2	6	11	(12)	6	5	35
5	8645	JIM ENGLERT/THAD MELTON	4	5	8	8	4	4	4	(11)	6	43
6	8191	MACY NELSON/M. MENDELBLATT	7	(12)	9	6	9	5	2	4	2	44
7	8012	HENRY AMTHOR/DOUG AMTHOR	11	8	3	1	(14)	9	6	2	11	51
8	610	JOSH ADAMS/LARS GUCK	9	6	7	(13)	10	6	8	10	3	59
9	8643	BARNEY HARRIS/JESSIE FALSONE	10	9	12	(18)	3	7	7	7	12	67
10	7200	ALI MELLER/CURTIS HARTMANN	(17)	11	13	7	7	10	9	14	9	80
11	8083	NEAL FOWLER/DAVE DYSON	8	4	1	5	5	13	14	DNF	(DNS)	83
12	8660	MARK BELLERMAN/ART GLEASON	14	13	11	14	(20)	8	10	9	4	83
13	7879	JONATHON PHILLIPS/LESLIE CRANE	6	14	16	11	13	17	18	8	(18)	103
14	8542	TOM SWIFT/MARTIN SCHOELER	15	19	(19)	16	11	14	11	13	10	109
15	8015	RENE DE LA RIE/MONTY SCHUMPERT	12	10	17	10	15	18	15	(22)	15	112
16	7151	GUY ADDIS/ GEOFF ARNOLD	22	17	10	(RET)	16	12	20	12	17	126
17	8438	JOHN WYLES/ALAN FREEDMAN	19	15	18	(25)	17	16	16	16	14	131
18	7606	DAN TREADWELL/SCOTT MACKAY	(DNS)	20	24	12	25	19	13	15	16	144
19	8499	MALCOLM HIGGINS/PETER EPSTEIN	21	23	15	17	18	15	17	19	(DNF)	145
20	7199	STERG. PAPADAFIS/STEPHEN BROBERG	16	18	14	(28)	23	22	21	20	20	154
21	7779	ROBERT O'BRIEN/BETSY O'BRIEN	13	22	20	24	19	20	(24)	21	23	162
22	7684	KI KAISER/JOHN BADTKE	18	21	(26)	15	21	21	19	25	24	164
23	7346	LATANE MONTAGUE/JOHN ZAKAIB	20	28	29	22	12	23	25	(DNF)	21	180
24	8351	TOM PRICE/DAVID BYRON	23	24	21	26	27	(27)	22	17	22	182
25	8624	DAVID STETSON/MICHAEL AGRELL	25	16	27	21	22	29	(29)	24	19	183
26	7685	G. ALEXANDER/MIKE GRASSI	24	(27)	25	20	24	25	26	18	25	187
27	8024	DAVID CHATHAM/CHUCK NORRIS	29	(31)	23	19	30	30	27	23	13	194
28	5482	CHRIS TUGGLE/PAUL MUUS	26	26	22	23	26	26	23	DNF	(DNS)	205
29	8	CARRIE JONES/JEFF JONES	28	25	28	27	28	24	28	DNF	(DNS)	221
30	7356	MICHAEL GOLDSTEIN/ANDREW GASSMAN	30	30	31	30	(31)	28	30	26	26	231
31	8194	ANDREW COLE/CHRIS COLEMAN	27	29	30	29	29	31	DNC	DNC	(DNS)	241
32	4936	FRED LIESEGANG/DAVE ANDERSON	DNF	32	32	DNF	32	DNC	31	(DNS)	27	253





## The Pumpkin Patch Regatta, West River Sailing Club, October 18-19

After two light air/drifter regattas at West River Sailing Club this fall, the conditions for the Pumpkin Patch regatta were a relief. Sure, it was a bit cold and rainy, but it could have been alot colder and rainier. The local forcast called for high winds that didn't materialize.

The Pumpkin Patch regatta has always been a great, low key event. A good time to pull out the old sails, try new partners, experiment with the rig, etc. This year it was even better due to the high turnout, ten boats!! And all were members of Fleet 19.

Four races were sailed on Saturday and two on Sunday. The wind was northeasterly at 6-12 knots on Saturday. On Sunday, the breeze moved to almost due north, 10-15 knots, and blew off the land a bit more. The puffy, shifty conditions kept folks on their toes. No lead was secure.

Saturday's races were dominated by Ali Meller and Curtis Hartman with Barney Harris and Jesse Falsone pushing them hard in three of the four races. Nick Nelson kept his dad, Macy, in the hunt with good spinnaker and trapeze work. More than one of the top boats found themselves slam tacking Team Nelson in the latter stages of a race!

Tom Price showed the fleet that he's starting to figure out 505s. He led at the first mark in race four. Fleet Captain Allen Freedman sailed with Jonathan Phillips and experienced the thrill of crewing on a bag boat. As always, the Bretttons proved especially dangerous when the breeze lightened.

After a traditional German dinner (with several dishes I can't spell), the competitors discussed proper capsized recov-

ery--one of this month's hot topics on the email server list.

Seven boats braved the colder and wetter conditions on Sunday. Ali Meller and Curtis Hartman started off where they left off winning the first race, although things got a bit interesting as Jonathan Phillips (with Les Crane) and the Bretttons made up alot of distance on the final run. It's always fun to see Ali thrash around in the boat when it gets tight.-)

For race six, Ali and Tom Price switched boats. For the second time in the regatta, Tom held a small lead at the first mark. Phillips and Crane took the lead on the second reach and, after fighting off Barney Harris and Jesse Falsone, won the race. Macy Nelson and

Allen Freedman finished third. The final race had five boats rounding the leeward mark overlapped!

The Pumpkin Patch was a terrific event this year. The races were well run and the teams well fed. Typically, this regatta is the final event for the year at West River Sailing Club, but Fleet 19 has at least two more activities planned for 1997. Ali Meller will lead a training seminar on November 1 designed to help the middle of the fleet sailors. A tuning session is also planned for the weekend after Thanksgiving.

### Jonathan Phillips

POS	SKIPPER/CREW	1	2	3	4	5	6	TOTAL
1	MELLER/HARTMANN	1	1	1	1	1	(6)*	5
2	HARRIS/FALSONE	2	2	2	2	(5)	2	10
3	PHILLIPS/A.FREEDMAN/CRANE	3	3	3	(4)	2	1	12
4	NELSON/NELSON/FREEDMAN	(5)	4	4	5	4	3	20
5	BRETTON/BRETTON	(DNS)	5	5	3	3	4	20
6	PRICE?	4	7	(8)	6	6	5	28
7	MIGNERY/BRETTON	6	(9)	7	7	7	7	34
8	ABRAMSON/O'TOOLE	9	6	6	8	DNS	(DNS)	40
9	M.FREEDMAN/GOURBAULT	7	8	INF	DNS	DNS	(DNS)	48
10	O'BRIEN/?	8	10	DNS	DNS	DNS	(DNS)	51

## Hyannis Pre-Pre-Worlds, Sept. 19-21

The East Coast 505 Fleets had an extra regatta this September 19-21, the Hyannis pre-pre-Worlds. This event was held at the site of the 1998 World Championship, at the same time of year, for the competitors, race committee and event organizers to gain experience with what will have to be done for the 1998 World Championship. There were 21 505 teams at the event, though not all could race on Friday. Eight races were scheduled.

### Race 1 - Friday morning

Friday the fleet sailed out into fog which delayed the start of racing. Once it cleared, the RC got off the first race in a light marginal trapezing breeze. Ethan Bixby/Ali Meller and Tyler Moore/Scott Ikle were going well in the conditions, leading at the weather mark and continuing to pull away from the rest of the fleet. The breeze built for the second triangle of the race, but at the last gybe mark the leaders were informed that the race was over. Both teams were sailing a Worlds course while the RC had set an Olympic course. Moore/Ikle had sailed through the finish line without realizing they had finished - the RC did not fire a gun or blow a horn - and had continued while Bixby/Meller had not sailed through the line at all. DNF for Bixby/Meller and 1st place for Moore/Ikle.

### Race 2

The breeze stayed up for the second race. Gating late paid and Jonathan Phillips/Les Crane led at the weather mark in a tight pack. Moore/Ikle who had gated early were able to get by them on the first reach as the fleet realized they were high of the gybe mark. The second reach was quite tight and many teams two sailed it. At the leeward mark it was Moore/Ikle, Phillips/Crane, Ken Elliott/Allen Kilgore, Bixby/Meller, and Tim Collins/Bill Smith (racing their newly acquired Kulmar

for the first time). Bixby/Meller were able to leebow Elliott/Kilgore on the starboard tack layline. The top three positions held to the finish.

An attempt at a third race was abandoned as the fog filled in. Part of the fleet tried to beat the fog in, while the more conservative members chose to follow the RC in. Some of the former group found the Hyannis Yacht Club without problem, while others had some interesting adventures on the way in. Barry Kuehl/Frank Thomson were found on a beach a couple of miles from the club and towed back, while Ken Elliott/Alan Kilgore finally arrived back at the HYC several hours after everyone else, after exploring Hyannisport (one Bay over), and going ashore to ask for directions.... And get this! They were the pathfinder!

### Race 3 - Saturday morning

It was colder and rather windier Saturday morning - the RC reported 26 knots with higher puffs. A larger fleet (some teams could not race Friday, but arrived Saturday morning) went out for the start. The racecourse was close to shore in shallow water - not where the worlds will be raced - and the waves were short and steep. Neal Fowler/Dave Dyson led at the windward mark, and blasted down the first reach with the kite up. The remainder of the pack held off as they could not see the mark. When the mark was found, it was considerably higher than Fowler/Dyson were able to sail, though they were able to drop the kite and close reach back up to the mark, only losing one boat. Moore/Ikle led at the gybe mark with Fowler/Dyson in second and a very light, very fast Bixby/Meller team in third after passing four boats on the first reach. At the last leeward mark, Fowler/Dyson led, followed by Bixby/Meller, with Moore/Ikle were down to third. Fowler/Dyson easily held on for the short beat to the finish, while Bixby/Meller blew a tack and let Moore/Ikle power through into second. Barry Kuehl/Frank Thomson were one of the fastest boats upwind in this race, nearly leading at the weather mark, but lost some ground on the reaches. Several teams were casualties,

*continued next page*



## REGATTA REPORTS

as there was not enough water depth for masts.

### Race 4

No one tried to carry kites on the reaches in this race, but the boats were very fast two sail reaching, with numerous place changes on the two reaches. Phillips/Crane led early, but were down to third at the leeward mark. A capsized down the run took them out of the top spots. Moore/Ikle won.

The fog re-appeared cancelling racing for the day after two races. When the casualties were tallied, there were 5 broken masts, I believe all were due to turning turtle in the shallow water.

### Sunday

Sunday was colder and probably windier. The fleet rigged up and lined up on the beach, with Kivney/Johnson being the first to launch and blast off. However, the RC sent them in to wait, and then a little while later cancelled for the day due to the conditions. This ended the series at four races rather than the scheduled eight, and meant that all four races would count. A number of teams that had been hoping for a throwout were forced to count bad races, pulling them down, while consistency paid off for Moore/Ikle, who won three of four races.

Debbie Ashby/David Adams were racing their newly acquired 505, Parker 7796, at their first major regatta. This is their first year in 505s, and David's first year of dinghy sailing. You should have seen the grins on their faces while racing, and after getting ashore on Saturday.....

*Ali Meller*



POS	SAIL NO	HELM/CREW	TOTAL PTS
1	8629	TYLER MOORE/SCOTT IKLE	5
2	8442	HUGH MORRIN/MICHAEL HOFFMAN	22
3	7879	JONATHAN PHILLIPS/LES CRANE	25
4	8194	TOM KIVNEY/TODD JOHNSON	26
5	7092	KENNY ELLIOTT/ALLEN KILGORE	28
6	8083	NEAL FOWLER/DAVE DYSON	31
7	8263	ETHAN BIXBY/ALI MELLER	32
7	8641	BARRY KUEHL/FRANK THOMPSON	32
9	8192	BROOK HAMILTON/IAN TORRIE	38
10	8627	TIM COLLINS/BILL SMITH	43
11	7357	PETER AND CHRIS FOLLANSBEE	46
12	8660	TERRY NEFF/JOHN FRY	50
13	1	NICK GREY/GERARD KIVNEY	60
14	8643	BARNEY HARRIS/JESSE FALSONE	63
15	8311	CHRIS YINDRA/MACK MCCARTHY	66
16	8???	LARRY ROSENFELD/TED MOORE	70
17	8013	DAVE SMITH/RICK THOMPSON	71
18	8060	MIKE TRAMNER/ADAM SCHELL	74
19	6311	IAN HOPKINS/TED BAYLIS	76
20	7796	DEBBIE ASHBY/DAVID ADAMS	83
21	8024	DAVE CHATHAM/JAY TOSBETT	92
21	8438	JOHN WYLES/ALLAN FREEDMAN	92

## 1997 Pacific Coast Championships Sept. 20-21

The 1997 P.C.C.s were held at Richmond Yacht Club this past weekend. 20 boats from Vancouver to Long Beach. attended the regatta. The weather was beautiful with 8 to 15 knots of wind on Saturday and 12 to 18 on Sunday. 5 races were held on short Triangle Windward Leeward, Windward courses which kept the racing very tight. There were 3 races on Saturday and 2 on Sunday. The Richmond Yacht Club did a great job of running the races and Craig Perez did a super job of organizing the event.

### Race 1

The race was sailed in about 8 knots of wind. Jay Kuncle & Mike Holt Lead the race for the first triangle. until Mike & Howie got by them on the run. Tight covering on the short last beat put Mike & Howie across the line first, with Jay & Mike second, and Matt & Bryan in the Punishment Pony in third.

### Race 2

The wind had built to about 12 knots for race two. The Matt & Bryan in Pony were on fire, punching out to an early lead but were nudged out by Bruce Heckman & Jeff Miller at the top mark. Bruce & Jeff extended there lead to win the race. The race for second place was a tight one. at the last weather mark the Pony rounded second closely followed by Jay & Mike and Mike & Howie. Jay & Mike Jybed to work the left side downwind this was a bad move. Mike & Howie got by the Pony on the right side. So the finishes were. Bruce & Jeff, Mike & Howie, Matt & Bryan, and Jay & Mike.

### Race 3

The race was held in 12 to 15 Knots. Uli Coblentz & Danny

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Thompson started at the pin and took the lead for the first triangle. Up the next beat. Miller got past them. At the second weather mark Bruce and Jeff Lead with Uli & Danny , and Mike & Howie close behind. Jay and Mike rounded 50 yards back but chose to reach on the wire down wind. Half way down the leg they were in the lead. At this point Mike and Howie jumped out on the wire to give it a try. Again it was a big gainer. At the last leeward mark the top 4 boats were overlapped. the rounding at the mark was Mike & Howie, Bruce & Jeff, Jay & Mike, and Uli & Danny. Everyone was covering tight on the last beat, however Jay & Mike picked up that the boat end was favored at the finished, ducked two boats, and won the race. Mike & Howie were second, Bruce & Jeff Third, and Uli & Danny fourth.

Sunday

Race 4

We had more wind on Sunday, Race 4 was sailed in 15 to 18 knots of breeze. Bruce & Jeff flexed their heavy air muscle(and fat) and won the race going away. After the race Jeff Miller claimed the he was strong enough to hike for Minutes! at a time. Again Mike & Howie were second, and Jay & Mike third.

Race 5

The wind had dropped off to below 10 knots at the Start. Mike & Howard started at the pin and pinched off Bruce & Jeff, and Jay & Mike Jay and Mike Tacked off to the right. and Bruce & Jeff footed off below. By the top mark the wind was back to 18 knots. Mike & Howie were in front with Matt & Bryan in the Pony in second. and Bruce & Jeff in third. Mike and Howie pulled away on the reaches to have a good lead at the leeward mark with Bruce and Jeff in second. Bruce & Jeff turned on the afterburners on the beat and ground down and passed the little boys form Long Beach on the beat. At the top mark Bruce and Jeff had a 25 yard lead. With the wind up, both teams jumped out on the wire for the run. Mike & Howie were able to work lower than the Big Santa Cruz Boys, Jybe inside of them, passed them, and lead at the leeward mark. A tight tacking dual follow up the next beat. Jeff & Bruce dispite there efforts could not pass and Mike & Howie took the race and the regatta.

*Mike Martin*

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Pos.	CREW/SKIPPER	SAIL	1	2	3	4	5	To-TAL
1	MIKE MARTIN/HOWARD HAMLIN	8266	1	2	2	1	1	8
2	BRUCE HECKMAN/JEFF MILLER	7875	5	1	3	1	2	12
3	JAY KUNCL/MIKE HOLT	7349	2	4	1	3	3	13
4	MATT SANDERS/BRYAN LARGAY	7096	3	3	6	9	5	26
5	ULI COBLENZ/DANNY THOMPSON	6992	4	5	4	4	9	26
6	STEVE BARTZ/BRUCE EDWARDS	8554	8	6	5	6	4	29
7	ROB WATERMAN/THAD LIEB	8084	9	1	8	5	6	38
8	RICHARD/ROBIN BROWN	7039	6	7	10	7	10	40
9	MIKE SMITH/JOHANN BAECKESIN	8593	10	9	9	8	7	43
10	ALAN NORMAN/ELLEN ABLOW	7873	7	11	7	10	8	43
11	CRAIG PEREZ/STEVE SMITH	7611	12	8	11	12	15	58
12	TOM COOK/ANDY WISNER	3246	11	12	15	15	14	67
13	BEN BENJAMIN/DAVE CAHN	8494	15	14	14	14	13	70
14	BILL BEARDSLEE/BOB NOYES	8576	14	15	19	13	11	72
15	BRUCE TILLEY/KEVIN TAUGHER	8411	17	20	13	11	12	73
16	ALEX/CARISSA HARRIS	6227	16	13	16	17	20	82
17	WENDY/ERIC WILLIS	7877	13	16	18	16	20	83
18	??/?/CRAIG COLLINS	7300	18	17	12	20	20	87
19	KIRK WILSON/TED NORQUIST	8616	19	18	17	20	20	94

## 1997 Mid-Atlantics, West River Sailing Club September 13-14

A surprisingly large fleet - considering that the pre-pre-worlds are the following weekend in New England, and the container from the Denmark Worlds had not yet returned - arrived at 505 Fleet 19's home, the West River Sailing Club, for the 1997 Mid-Atlantics. Apart from a strong local contingent, teams from Hampton Virginia, and our new Sandy Hook, New Jersey fleet participated.

The absence of the Worlds boats and the upcoming pre-pre-worlds also led to some interesting pick up teams. Macy Nelson was brought in to drive Monty Schumpert's boat, with Monty on the wire. Macy looked strangely at home in 8015, except for the jib tack being on the bow.... 8015 is identical in color scheme to Macy's 8191, and in fact was Macy's boat prior to being sold to Monty. Lauren Abramson and Tom O'Toole finally finished refinishing the seat tanks on the Lindsay 505 they bought late last year. This was their second regatta of the season, as the boat had not been in the water since the January Midwinters in Florida. The boat is GORGEOUS! All the paint on the tanks was removed, the tanks sanded down to fresh mahogany, and clear finished with epoxy and a poly coat on top. The tanks look like NEW!

What with his crew - and Fleet 19s fleet captain - having departed for Seattle, Ali Meller needed a replacement. Fortunately one of Allan Johnson's last actions before getting on the plane, was lining up Aussie expatriate Dave Stewart, a past 505, Aussie 16 foot skiff and UK 18 foot skiff sailor, to crew for Ali. Jonathan Phillips recruited occasional crew Les Crane for the event, while Tom Price brought in Chris Ryan - last seen in a 505 as a member of 505 Team New Zealand - to crew. John Wyles hooked up with Allan Freedman, while Peter Mignerey recruited Josh Sharp, for his 505 debut. Steven Brown brought in Alex Turchi, for his first 505 regatta.

The fleet included two female 505 sailors (Lauren Abramson and Betsy O'Brien), two family teams; one married couple (the O'Briens) and one son-and-father team (the Bretons); Dylon Breton is 16, but has been helming 505s at the national and international level since he was 14. Ten of the 26 sailors at the event were new to the 505 class in North America in the past year. Welcome to: Dave Stewart, Lauren Abramson, Tom O'Toole, Tom Price, Allan Freedman, Josh Sharp, Steven Brown, Alex Turchi, Fred Liesegang and Dave Anderson.

Unfortunately, the weather was not very cooperative, and

## REGATTA REPORTS

the RC and the 505 fleet got in three painfully light air races rather than the planned 6. In the first race, Hampton Yacht Club 505 aces Jim Englert/Thad Melton won a first beat long duel on the left side of the beat over Ali Meller/Dave Stewart to lead at the weather mark, with Meller/Stewart and Jonathan Phillips/Les Crane in pursuit. Englert/Melton opened up on the bottom of 2nd reach, while 2nd opened up on 3rd as the wind went very light. Dave Stewart found a puff to the right that put Meller/Stewart ahead at the next cross near the weather mark. Meller/Stewart were able to put enough distance between themselves and Englert/Melton to hold them off down the run. With the wind going lighter all the time, the fleet was quite spread out at the downwind finish.

An attempt was made to start a second race in the West River, but this was abandoned after a 50 degree right shift in a puff failed to hold, and the wind died once again. The 505ers gladly sailed in for some cold beer, and an informal 505 tuning and local conditions seminar.

Sunday morning looked no more promising than Saturday, but a race was started in light air that promptly went lighter. Lauren Abramson/Tom O'Toole demonstrated that they had taken the tuning session to heart, as they powered off the start line with excellent speed, were on the correct side of the back, and led at the weather mark. In almost no breeze and a building current, they held that position down the reach, and stayed ahead when the second reach turned into a beat. The race was shortened at the end of the second "reach" giving Abramson/O'Toole the winning gun. Englert/Melton were 2nd, Nelson/Schumpert 3rd, while Meller/Stewart found a couple of puffs to pass four boats on the last beat to finish 4th, just inches ahead of Dylan Breton/Mike Breton and Jonathan Phillips/Les Crane.

The wind appeared to have filled in - at least to the 2-3 knot level - so the RC reset the course and started another race. Sure enough, what breeze there present was dying before the starting signal. In an increasing flood tide, the fleet struggled up to the windward mark, with the Breton's rounding first, Englert/Melton 2nd, and Stewart/Meller (who had swapped positions) tacking inside Abramson/O'Toole at the weather mark to round 3rd. Abramson/O'Toole worked low on the reach to be inside of Stewart/Meller at the gybe, but Stewart/Meller were able to gybe early and sail over Abramson/O'Toole as they completed their gybe. Sailing high and keeping speed (a relative concept on this day) up, Stewart/Meller were able to go over Englert/Melton and pull into 2nd. A difficult leeward mark rounding by the Bretons put Stewart/Meller into a potential regatta winning lead, but they were unable to hold off the Bretons and Englert/Melton up the LOONG port tack beat against the current. A final back lifted the Bretons into first and Englert/Melton into 2nd at the windward mark. The Bretons chose to bear away set, while both Englert/Melton and Stewart/Meller gybe set. The breeze veered forcing all three teams to douse their spinnakers, and it also put Breton's ahead and to leeward, though below - and down current - from the rhumb line to the finish. As the wind backed again, all three teams re-hoisted. Stewart/Meller had sailed the highest and were able to hoist earliest, but the added speed was not enough to make up for the increased distance they sailed; they were unable to gain on Englert/Melton. Though well below the rhumb line, the Breton's were able to reach high with speed, and finished ahead of Stewart/Meller though behind Englert/Melton.

This gave the abridged 3 race series to Englert/Melton, with Stewart/Meller 2nd, Nelson/Schumpert 3rd, the Bretons 4th, newcomers Abramson/O'Toole 5th (despite not making the first race start), Phillips/Crane 6th, Albacore star Barney Harris/Jesse Falsone 7th, newcomer Tom Price/Chris Ryan 8th (despite not racing in the Saturday race), John Wyles/Allan Freedman 9th, the O'Briens 10th, Peter Mignerey/Josh Sharp 11th (despite missing Saturday's race), Steven Brown/Alex Turchi 12th, and Fred Liesegang/Dave Anderson, in their amazing 23 year old Parker 505 4936, 13th.

Thanks to the primarily International Canoe Race Committee for running three races in very trying (for both RC and competitors) conditions.

POS	SAIL	HELMSMAN/CREW	CLUB	R1	R2	R3	TOT
1	8645	JIM ENGLERT/THAD MELTON	HYC	2	2	1	5
2	8263	ALI MELLER/DAVE STEWART	WRSC	1	4	3	8
3	8015	MACY NELSON/M. SCHUMPERT	WRSC	4	3	5	12
4	6985	DYLAN BRETON/MIKE BRETON		6	5	2	13
5	6987	LAUREN ABRAMSON/T. O'TOOLE		DNC	1	4	19
6	7879	JONATHAN PHILLIPS/LES CRANE	WRSC	3	6	10	19
7	8643	BARNEY HARRIS/JESSE FALSONE	WRSC	5	10	7	22
8	8351	TOM PRICE/CHRIS RYAN	SSA	DNC	9	6	29
9	8438	JOHN WYLES/ALLAN FREEDMAN	SHCC	DNC	7	8	29
10	7776	BOB O'BRIEN/BETSY O'BRIEN	SSA	7	11	12	30
11	7148	PETER MIGNEREY/JOSH SHARP	WRSC	DNC	8	9	31
12	8194	STEVEN BROWN/ALEX TURCHI	WRSC	8	12	11	31
13	4936	FRED LIESEGANG/D. ANDERSON	SHCC	9	13	13	35

## 1997 Hoosier Regatta, Indiana University Yacht Club, October 4,5

The second annual Hoosier Regatta featured great weather and tight racing for boats that had converged from all over the Midwest. We had more boats and much closer racing than last year, demonstrating that the Bloomington fleet is starting to catch up to the speedy boats from Hoover and Waukegan. We are learning how to sail these twitchy beasts! Before the regatta, we were worried about the weather forecast -- in October, temperatures in the 80's usually derive from a stationary and windless high pressure ridge, but the early forecast predicted wind.

Saturday dawned warm and windless, but by the time we had finished with coffee and doughnuts there were puffs on the lake and smiles on the sailors. Some even considered raking. We wound up with 8-12 kts. and shirtsleeve sailing. The wind came from the left, but it was fluke with big holes. Going left paid if you caught a puff, otherwise the shorter rightward hitch on port was favored. Many lengths were gained for boats that went right if the puffs didn't show. Graham/Mark were at the front as usual, but Ki /John and Jason/Angela really made him work for it. Once again, Ki/John amazed us with his inhuman pointing angles, seeming to sail straight into the wind. Getting caught to windward of Ki meant a slow pinching death as he clawed up to and on top of you. Local ace Jason Breeden and his girlfriend Angela were a constant threat at the front, engaging in tacking duels with Graham and Ki.

Racing was also close in the middle of the fleet. Geoff and new crew Chad, in their new boat 6660, showed great improvement over last year. They were a constant threat in the mid-fleet pack and always pressed hard on the last beat, sometimes nipping a place or two in the final stretch. In the first race, Rick/Rick capsized near the windward mark, digging their mast so deep into the mud that the finish line had to be moved! So this is what happens when you lose the "sacred sponge".... After four races, a stable pattern had emerged in the finishing order (see below) but Sunday had a few surprises in store.

As the sun settled over Lake Lemon the tired but happy sailors gathered Tround the big table in front of the boat-house. Mike and Andrew fired up the Nebraska, an ancient cast-iron grill, and soon we all enjoyed some serious BBQ. It felt like having the extended family over for Thanksgiving -- lots of catching up with friends, good stories from Graham about past Worlds, and the conversations lasted into the warm night.

Sunday morning looked like the day before, but again the wind came up as we got the boats on the water. Conditions



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were similar to Saturday -- you had to watch for puffs and avoid the holes. Mike and new crew Andy "no I won't let go of the trapeze handle" Korsch finally figured out a reliable starting sequence and were in the top four at the windward mark. However, Barret (just turned 13)/Andrew repeatedly bamboozled Mike/Andy with clever tactics and some fake tacks. Barret even threw a fake fake tack, fooling his own crew, dropping Andrew in the water on what wasn't supposed to become the leeward side. Thoughts of match racing were quickly cast aside when Phil/Susan and Marty/Kim came roaring down the reaches. Phil/Susan were fast when they found the wind, and if they got past there was no catching them. Marty/Kim got out of their Thistle and into a 505 for the weekend, and they did well when they could keep it flat. Kim had that wild-eyed look that comes from the first true trapeze ride, so we know they'll be back.

After the racing, we fired up the Nebraska again while out-of-towners derigged and the race committee sorted out the results. The "most improved" award went to Rick and Rick, who arrived with a 505 -- last year they showed up with a 420. Despite losing their "sacred sponge", they showed some good form along with the regatta's only capsized.

In the last race they spooked the fleet with a come-from-behind move on the last run. Screaming their signature war cry "ARRRRRGHH", they rode their own private puff right

over half the fleet. If their boat could be fueled on enthusiasm alone then they would have won the regatta! The race committee of Tom Sparks, Charlie Eastwood, Mike Gleeson, and nine-year-old Samuel Rhoads did a fine job despite ripping the top off the committee boat at the dock. They quickly rigged a pole and halyard for the racing pennants and the regatta went off without a hitch.

A special thanks goes to Art Mindheim, head of IUYC, for his willingness to promote and maintain a club-owned 505 fleet in addition to providing a great venue in which to race. He will be retiring in the spring and we will miss him. His legacy of a racing fleet will continue as we learn more about the boats, get more people involved, and expand the racing program.

There is a real renaissance of 505 racing in the Midwest. People and boats that haven't seen the water in years are coming out of the woodwork, and many newcomers got their first taste of 505 sailing this summer. Regatta attendance is on the rise. As the sailors prepared to go their separate ways on Sunday afternoon, many conversations were punctuated with thoughts of meeting at St. Petersburg in January and Hoover in the spring. We are looking forward to a great season in 98!

*Mike Goldstein and Andrew Gassman*

POS	BOAT	SKIPPER/CREW	1	2	3	4	5	6	TOTAL
1	7685	GRAHAM/ALEXANDER/MARR KOENIG	1	3	1	1	1	1	6.75
2	7684	KI KAISER/JOHN BADTKE	2	1	2	2	2	2	10.75
3	7061	JASON BREEDEN/ANGELA THOMPSON	3	2	3	3	3	3	17
4	4379	BARRET RHOADS/ANDREW GASSMAN	4	4	4	4	4	4	24
5	7356	MIKE GOLDSTEIN/ANDY KORSCH	5	6	5	5	7	5	33
6	6660	GEOFF CASHMAN/CHAD HOWARD	6	5	7	7	8	6	39
7	4380	PHIL TERMAN/SUSAN BADTKE	8	7	6	6	6	7	40
8	5395	MARTY SCHILKE/KIM SCHILKE	7	8	8	8	5	8	44
9	5816	RICK BLASE/RICHARD BLASE	DNF	9	9	9	9	9	56



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