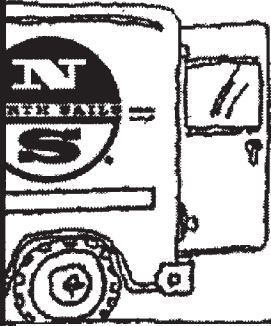


TANK TALK

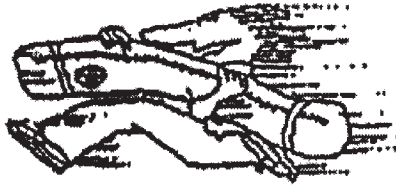
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Spring 98



LOOKING FOR HOT SAILS?



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1, 4, 5(J), 6,9,10 at the Florida Midwinters
1,2,3,5,6,7,8,9 at the Hyannis Pre-Worlds
7, 8 at the '97 Worlds in Denmark
2nd at the '97 Pre-Worlds in Denmark

1st at RIISA and Buzzards Bay Regattas
1st at the Midwest Championships
1st at CORK.

Ethan Bixby

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CLASS OFFICERS:

President

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(W) 617 884-6820
tom@louisagreen.com

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(W) 303 689-5454
KEMK@GWL.com

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MacyAnn@aol.com

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alexandg@battelle.org

Region VI - Pacific Northwest

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(W) 206 470-7314
alan.johnson@adobe.com

THE 505 CLASS ON THE WEB:

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

To: majordomo@sailing.org
Subject: (any)
Message: subscribe 505world-list
end

WHERE ARE YOU ON THE WEB?

FIND YOURSELF ON THE FLEET MAP BELOW!

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

To: majordomo@sailing.org
Subject: (any)
Message: unsubscribe 505world-list
end

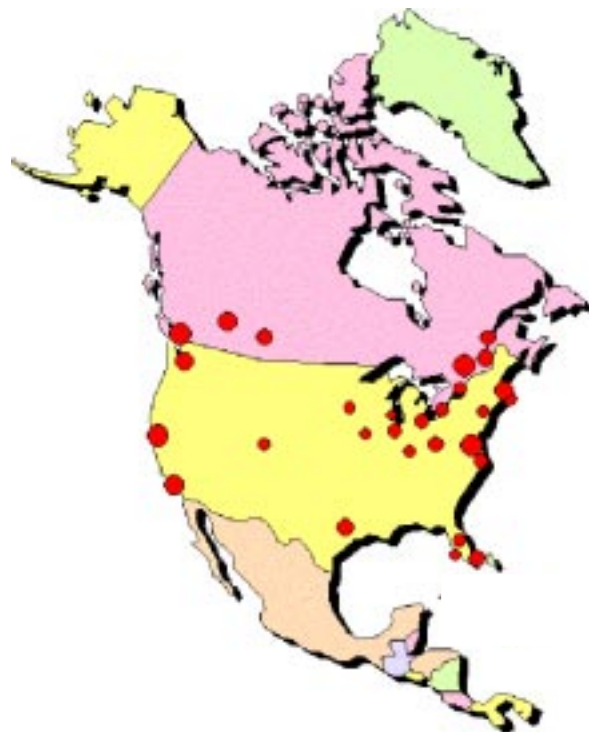
To post to the 505 E-mail list send the following:

To: 505world-list@sailing.org
Subject: (your choice)
Message: (your choice)

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

WORLD WIDE WEB ADDRESS:

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



FROM THE PRESIDENT:

PRESIDENTS LETTER SPRING 98

I have Two issues to discuss. The first is the upcoming World Championships. The second is finding new class officers for the positions that will need to be filled at this years AGM.

Worlds

As I am sure everyone is aware the 1998 505 World Championship will be held in Hyannis Massachusetts September 12th to the 25th. I would like to applaud everyone who is helping this to organize this regatta. It is shaping up to be a great event. SeaLand has come through with a huge sponsorship of free shipping from Europe and the West Coast. So the turnout looks very promising. For the first time in a long time the Worlds is an open event. This means that anyone who is a member of the 505 class can participate. If you are debating going to this regatta take my advice and GO. You will have a great time. If you are planing to not go to this regatta then change your plans. Everyone should participate in the World Championships and this one being in the US will be the easiest one to go to. So I will see you all there.

Changing of the Guards.

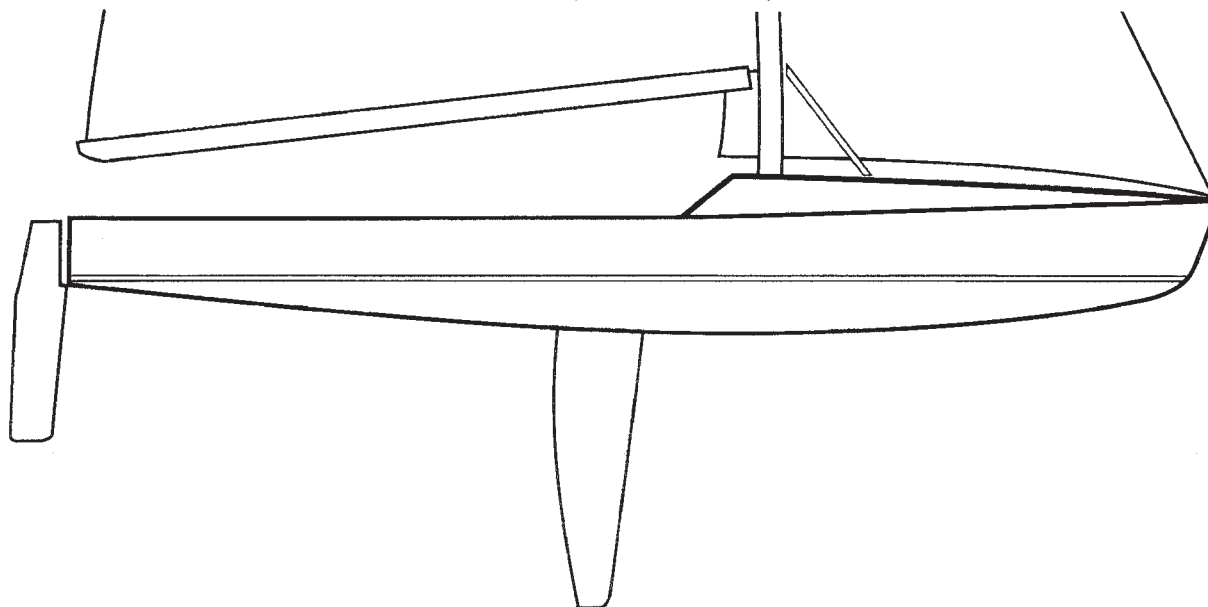
There are some class officials who's terms are coming to an end and we need to find replacements. The First is the Class measurer position. Paul Tera has been doing a great job as the class measurer for a very long time. He has expressed

that it is time to pass the torch. I would first like to thank him for his years of service, and then ask all of you if you have any good ideas for his replacement. The class measurer must be an organized and technically knowledgeable person. A brief description of the measurers and other officers duties are listed in this issue of Tank Talk. It is in everyones benefit that we find a good replacement for Paul. So if you are qualified, please nominate yourself, or if someone you know could fill the position, please nominate him or her. The other position that has come to term is my own. I have been President of the American Section for the past two years. The Presidential position requires someone who is organized, and motivated. Again the duties of the president are listed in this issue. So please think about who would make a good President and nominate him or her. Nominations should be sent to the Class Secretary - Treasurer Jesse Falsone.

Mike



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SECRETARY NOTES:

Fellow 505 Sailors,

I hope everyone's ready for the spring sailing season! This doesn't just mean that you've completed all your boat work – have you done all your fleet work? The most successful one-design classes are those that involve participation from the entire membership. It doesn't matter if you're not a class or fleet officer, you can still be on the front lines of recruiting. Your best recruiting tool is your love of sailing the 505. This enthusiasm is the very thing many recruits are looking for. Take the time to make a phone call to that friend or acquaintance and schedule a ride in a 505. Better yet, get your club to help sponsor an open house so that numerous boats can take out recruits in an organized event. Don't be a bystander – involve yourself with our class and the results will be evident.

One of the most under-utilized tools for fleet building is the press. There are numerous local and regional sailing magazines always looking for news to print. Fleet Captains and/or Regional Coordinators should be contacting publicists to inform them of sailing schedules and special events. These officers should also be sending out regatta reports with pictures. When was the last time you saw a picture of a 505 on a screaming reach in a national or regional sailing magazine? I think it's been too long. Here are some sailing publications to consider sending regatta results and pictures to:

Sailing World – (401) 847-1588, fax – (401) 848-5048,
email editor@sailingworld.com

Razor's Edge – (734) 542-2244, fax – (734) 542-2247,
email dawndeboer@juno.com

SpinSheet – (410) 216-9309, email
office@spinsheet.com

Soundings – (860) 767-3200, email
soundings@traderonline.com

Sailing Magazine – (414) 284-3494, fax – (414) 284-7764

I would also like to extend my congratulations to Ali Meller for winning US Sailing's John H. Gardiner Jr. Memorial Tro-

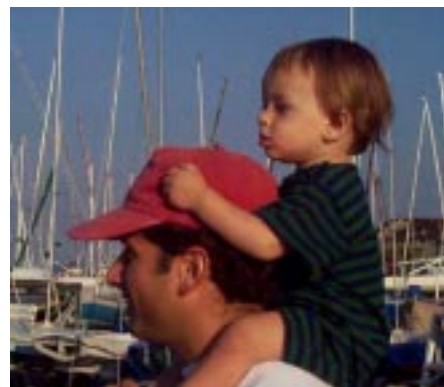
phy. This is the one-design service award given annually by US Sailing to recognize one-design service excellence. Apparently, the award came as a total surprise to Ali who thought he had his finger on the pulse of the 505 class. Ali is living proof that one person can make a difference in a class organization.

Nominations for 505 American Section President – I'm now accepting nominations for American Section President and National Measurer. Mike Martin will be completing his term at the NA's in September. The election will take place at the American Section AGM during the NA's/Pre-Worlds. You can nominate yourself – just contact me and let me know you're interested in helping the 505 class. Various regions may also need new Regional Coordinators also. This is a very important position that can also be held by a Fleet Captain in your region.

Membership Update - There are currently 88 paid members out of 158 on my membership roster. The class can not continue to send mailings to the entire membership until dues have been paid. **Therefore, this will be the last Tank Talk mailed to members who have not paid dues this year.** For your convenience, we have listed all the unpaid members in this issue. If your name is there, I haven't received your dues check.

As always, feel free to contact me if you have any questions regarding membership or American Section finances.

Fraternally,
Jesse



EDITOR SPEAK:

NORTH AMERICAN REGATTA SCHEDULE

Date	Event	Venue	Contact
April			
25-26	SCYC 505 Invitational	SCYC, Oakland, CA	David Shelton
25-26	West River Spring	WRSC, Galesville, MD	Macy Nelson
May			
2-3	Bristol Regatta	Bristol, New England	Nick Trotman
2-3	Desert Classic	Pasco, WA	Paul Von Grey
9-10	Hi-Performance Invitational	Richmond, CA	Craig Perez
9-10	Hoover Regatta	Columbus Ohio	Graham Alexander
16-17	Hampton Trapeze	Hampton YC, VA	Henry Amthor
16-17	SOCKS	Shilshole Bay, WA	Paul Von Grey
23-24	Memorial Day Regatta	ABYC, Long Beach, CA	Mike Martin
23-24	Memorial Day Regatta	Eugene, OR	Paul Von Grey
23-24	West River Regional	West River SC, Galesville, MD	Allan Freedman
June			
6-7	Hyannis Regatta	Hyannis Yacht Club, MA	Tom Kivney
6-7	St. Clair Training Regatta	South Port SC, Windsor, Ont	Graham Alexander
6-7	Jericho Classic	Jericho SC, Vancouver, BC	Terence Reynolds
13-14	RIISA	Barrington YC, Barrington RI	Tom Kivney
13-14	Junebug	Lake Fanshawe, London Ont	Graham Alexander
13-14	Lake Washington Regatta	Seattle, WA	Paul Von Grey
20-21	Fleet Four Championship	Nepean SC, Nepean, Ontario	
27-28	Dinghy Invitational	St. Francis YC, San Francisco, CA	Matt Jones
July			
3-5	Canadian Championship	Kingston YC, Kingston, Ontario	Jeff Boyd
4-5	Hampton Annual	Hampton Annual	Henry Amthor
11-12	High Serria Regatta	Huntington Lake, CA	Mike Martin
11-12	Kitsilano Invitational	Kitsilano YC, Vancouver BC	Terence Reynolds
18-19	Sandusky Summer	Lake Eire, Sandusky Ohio	Graham Alexander
18-19	Ontario 505 Championships	St. James Town SC, Toronto, Ont	Marek Balinski
31-8/2	East Coast Championship	Hyannis YC, Hyannis, MA	Tom Kivney
August			
1-2	Timmy Angst	Montrose, Chicago, Ill	Graham Alexander
8-9	Fishing Bay Annual	Fishing Bay YC, Deltaville VA	Henry Amthor
8-9	National Capital Regatta	Britannia YC, Ottawa, Ontario	
8-9	Summer Shred Fest	Santa Cruz YC, Santa Cruz, CA	David Shelton
15-16	PacNW 505 Regionals	Oak Harbor, WA	Sue Athmann
15-16	Hospice Regatta	Hyannis YC, Hyannis, MA	Gerard Kivney
22-23	Midwest Championships	South Port SC, Windsor, Ont	Graham Alexander
28-30	ECC / CORK	Kingston, Ontario	Jeff Boyd
29-30	PCC	Richmond YC, Richmond CA	Craig Perez
September			
5-6	Labor Day Regatta	ABYC, Long Beach, CA	Mike Martin
12-17	NA 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
26-27	ABYC Charity Regatta	Alamitos Bay YC, Long Beach, CA	Mike Martin
October			
3-4	Fall Regatta	Oak Harbor, WA	Sue Athmann
3-4	SCYC - Octoberfest	Santa Cruz YC, Santa Cruz, CA	David Shelton
3-4	Carl Miller Regatta	West River SC, Galesville MD	Allan Freedman
10-11	Pumpkin	Lake Fanshawe, London, Ont	Graham Alexander

10-11	CYC Championship	Corinthian YC, Shilshole Bay, WA	Paul Von Grey
17-18	Pumpkin Patch	West River SC, Galesville MD	Allan Freedman
24-25	Hoosier Inventational	Lake Lemon, Bloomington, Ind	Graham Alexander

November			
21-22	ABYC Turkey Day	ABYC, Long Beach, CA	Mike Martin

1999			
January			
8-10	East Coast Midwinters	SPYC, St. Petersburg, FL	Ethan Bixby

July			
1-14	505 World Championship	Quiberon, France	French 505 Association

Regatta Contacts

	E-mail	home	work	fax
Graham Alexander	alexandg@battelle.org	614 861-1491	614 424-7709	
Henry Amthor		757 722-8377	757 873-0994	757 873-2396
Sue Athmann	sathmann@sos.net			
Marek Balinski	balinski@chass.utoronto.ca	416-214-0437		
Jeff Boyd	boydj@fcbe.edu.on.ca	613-546-7110		
Bruce Edwards	BruceEdw@aol.com	408 469 3980	408 761-4211	
Allan Freedman	hollylee@ziplink.net	301 589 6738	202-887-8540	
Matt Jones		415-563-6363		
Gerard Kivney		508-362-1307		
Tom Kivney	greenweb@earthlink.net	617 749-0617	617 884-6820	617 884-2287
Scott Mackay	Scott.Mackay@sematech.org	512 833-8658	512 356-3617	
Mike Martin	mmartin@cbm.canon.com	310 493-2061	714 433-8822	714 433-8134
Macy Nelson	macyann@aol.com	410 947-1998	410 752-1630	410 752-0085
Craig Perez		916-677-2379		
Matt Sanders	FiveOhFive@aol.com	408 427-1721	408 761-4427	408 761 4427
Nick Trotman	102361.3345@compuserve.com	508 526-1132		
Paul VonGrey	Hatay@whidbey.net			



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IN THE NEWS

NEW OFFICER ELECTIONS

Well, it's that time again. Time for our leaders to move on and make room for fresh faces to take the lead. If you know of anyone that would be interesting in taking over as President or Class Measurer, forward your suggestions to Jesse. Elections will be held at NA's in Hyannis. For those of you who may not know what everyone does, below is a brief description of what everyone is supposed to do.

President - management, making sure the jobs get done, doing them if no one else does.

VP - promotion, marketing, TT and event advertising, helping Pres.

Secretary/treasurer - membership/funds/mailling lists/e-mail lists, bank account, accounting

National Measurer - must be ultimate source for how to measure in NA; filing measurement information, liason with international, administering

Tank Talk editor/publisher - gathering articles and photos, producing the magazine

National Scheduling - gather regatta information, produce a North American schedule, coordinate to reduce conflicts and enhance options.

Social Director - work with regatta organizers to enhance social aspects of events

ALI MELLER AWARDED JOHN H. GARDINER, JR. TROPHY

505ers,

It is with great pleasure that I announce Ali Meller, International 505 VP, the winner of the John H. Gardiner, Jr. Trophy. This is the one-design service award given annually by US Sailing to recognize one-design service excellence. It goes without saying that Ali has demonstrated the highest qualities of leadership in our class and is deserving of recognition at this level. After submitting the nomination (see below), I received a call from the son (presumably) of John Gardiner whos job it was to collect additional information on the nominees. We spoke at length about one-design sailing and the 'Ali Mellers' that constantly pump enthusiasm into different classes around the world. After 45 minutes on the phone, it was clear to me that Ali was a front-runner for the award. Please join me in congratulating Ali on this achievement!

Jesse Falsone

Secretary/Treasurer, 505 American Section

(Check out the nomination letter at: <http://www.sailing.org/int505/Alimeler.htm> for the full scoop! ed.)

ADVERTISING SURCHARGE BALLOT RESULT

Here is the official result of the Ballot.

Votes for retaining advertising levy (Option A):

85

Votes for abolishing advetising levy (Option B):

47

Abstentions:

1

Total Votes Cast:

133

The Levy therefore remains in force although the IGC will be bringing forward a proposal that this should be for a fixed sum rather than double the normal entry at the next AGM.

Some comments seemed muddled by the difference between sponsorship and advertising. There is no levy on sponsorship (how could this be enforced anyway?) There is simply a charge for advertising at events run by the Association, in the same way as a charge is made for advertising in the Notice of Race, Class Magazine etc etc. If your sponsor feels that he is getting added value from you sailing in an event displaying his advert then he will pay for it. If he doesn't, you can still cut a sponsorship deal based on what else you can do for him (or her) e.g., wearing T shirts in the bar after racing.

Chris Thorne

International Secretary

HELLE JESPERSEN 505 - DEN 7017 WINS BRONZE AT THE ISAF WORLDS IN MATCH RACE - AND TAKES THE GOLD IN THE FLEET RACE!!!

Hi all. The Danish 505 sailer Helle Jespersen (505 - DEN 7017) has won the Gold in women's fleet racing at the ISAF Worlds, and also won the bronze in match racing. She is sailing together with Dorte Jensen and Anette Strom. Part way through the event, this team was leading both the fleet and match racing. Further information at ISAF Worlds web site

Tom B.

505 DEN 8622

(And who says those 505 women aren't tough! Not sure I want to meet her in a dark alley. Hmmm, Danish, women, tall, blonde (?), maybe I DO want to meet here there! ed.)

505s FOR SALE IN NORTH AMERICA

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

Classic 505s

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

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

USA3263, Manufacturer? Two suits of sails, spare rudder. Asking \$1200. Mike: (903) 566-5896 or by way of Stephen: jnsdavis@m5.sprynet.com.

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

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

USA 3506; Parker (built in early 1969); launcher; hull in fine shape, mahogany deck was restored last year. Two sets of sails (1) new Pattison Main and (1) new Pattison jib (main and jib only used 10 to 12 times). Spinnaker is ok; Proctor spars; Trailer recently rebuilt also. No covers, standard blades. Mitchell Moore, mmoore@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 3775; Rondar launcher, Proctor mast (section? being investigated; not a D, not an epsilon); decent sails, stock foils, newish top cover, TeeNee trailer. Hull is in good shape, wooden foredeck is stripped; needs regluing in spots, refinishing. Rails off; must be replaced. All hardware removed, awaiting rerigging. \$1000 negotiable! In Coloumbus, OH. Chris Wiley, 614 481-9495.

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 4033?/4815?; Mid 70's Parker, Proctor D mast & spars, wood deck and centerboard cap, launcher, original blades, Pattison sails, 1 spinnaker, exc. galvanized EZ loader trailer. Olympia, WA \$950. (360) 867-0024 andersonmw@sprintmail.com

USA 4068; Rondar launcher- Black hull, white bottom, natural wood fore deck, white tanks. In excellent shape. Complete standard Rondar equipment with mast ram added. Proctor "D" mast. Main, jib, spinn, top cover. \$2,500; Trailer with removeable dolly, \$600; Ki Kaiser (c/o Kaiser, Jeanette jkaiser@ameritech.net); Day phone: 847-215-1050 X 5815; Evening phone: 847-234-8645.

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)

CAN 4457, Rondar , Launcher, Proctor D mast; fiberglass hull & deck, fully race rigged with a single ended spinnaker pole setup; 2 suits of sails, std. Dacron and a Mylar set (the mylar is in poor shape, though), 2 spinnakers, reaching and spherical; wood laminated, fibreglassed blades; fitted boat cover; 2 part trailer. The yard dolly mates into the road trailer for travelling. \$3000. Jeff in Toronto at 416-364-1459. I can only answer in evenings. prefer email to start.

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

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

CAN 5167; 1976 Parker, bag boat; Proctor mast, boom, pole; 2 main sails (1 Pattison, raced 3 times), 3 jibs (1 racing aussie with battons), 1 spinnaker (North); wood deck, rails, and

continued next page...

505s FOR SALE IN NORTH AMERICA

centreboard case; 1 spare centreboard; refinished and sealed with West system, all harken fittings (48 blocks); includes a beach dolly and is ready to sail/race; Priced for immediate sale - due to the purchase of another boat! CAN\$2500 o.b.o.; Chris Cornett 1 (604) 492-2355 (phone/fax), e-mail ccornett@img.net. Boat is currently being sailed off the beach in Penticton, B.C.

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

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. \$1000 negotiable. Rich Mertl tel.(360) 532-6753, fax(360)538-1180 E-mail zmasso@techline.com Seattle - Leschi, Lake Wash.

USA ????; 76 Rondar, Hull #?, all glass, Proctor Spars, standard blades, no cover, trailer with new tabs (lights work!),



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Fax 714/675-6276
Email ullman@ullmansails.com

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
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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

two sets of old sails and two old chutes, one set of nice crispy new sails and a chute only used a couple of times in Seattle—not on the Bay. Location: Berkeley. \$2,250. Please contact Eric Kortman by e-mail: renoir@renoirinc.com. Phone: 415-921-3468.

USA 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. WA

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

Decent Used Racing Boats, and Super Boats

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

505s FOR SALE IN NORTH AMERICA

cover is somewhat tattered, but still works great. Brad, TW761@aol.com, Morro Bay, California

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

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 minor adjustments to rigging to be completely race ready. Sails fine. Asking \$1500, Contact Sandy Schirmer email: Sandford_B_Schirmer@compuserve.com, phone: 614-449-8492; OH

USA6666; Parker-hulled Lindsay; white hull in very good condition; not-all-the-way forward tack bag boat; fixed tack, mast rigged with jib halyard and separate cloth tensioner; Almost unused Proctor D mast, sailed maybe 5 times since installed, shroud hounds at spinnaker halyard height, Schaeffer boom in very good condition; Main needs work at head, comes with old mains and jibs, two dynac spinnakers, and big Nylon spinnaker; Twin compasses in seat tanks, lifting CB pin, Lindsay (straight trailing edge, not elliptical) CB, probably Lindsay rudder; garaged for a few years, therefore very dry. Last sailed 2-3 years ago. Great condition. A few bare spots of wood, finish is in decent shape, Ali found no soft spots in seat tanks; decent top cover, good bottom cover, Pronto combi trailer. Originally Barry Kuehls, rigged by Barry; Gordon is second owner. Asking \$3500, negotiable. Gordon Bell, 717 637-7216; 310 Baugher St., Hanover, PA 17331.

USA6988, Krywood. Three sets of sails, 2 spinnakers and 2 tillers with covers and slip trailer The boat is in great shape always stored inside and covered. Complete spinnaker assembly with topping lift and hiking harness, compass and many spare fittings, lines and tools. Including 2 wet suits and 3 life jackets. \$5000.00 or best offer. The boat is ready to sail. In Summit County, Colorado. Roger Reed. (970) 668-1401 (w) (970) 468-1388 (h).

USA7068; Hamlin (bags) honeycomb; Proctor D mast; Waterat foils; New Danger sails; Rapide double trailer with two trolley/dolly; brand new cover. Fantastic condition. \$5,500. Contact Kevin Taugher (562) 439-4945 or

continued next page...



taugherk@concentric.net

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 7318; Lindsay, the famed Dumptruck, winner of '97 Mid-winters and North American's, is available after the '98 Worlds in Hyannis. Proctor D, pole launcher, Lindsay CB, Trotmann rudder, Danger sails, covers and trailer. As sailed by the Zani/Alarie team, ready to win any event. \$8000 firm. Contact Peter: Alarie@ici.net or by phone 401 254 5090 at Guck, Inc.

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, lt grey deck. Pretty boat, fast, competitive boat. \$4850. Henry MacCray HRMccray@aol.com.

USA 7684; Parker bags - Bright blue hull, white bottom, white fore deck with lightning bolt! white tanks. Looks nearly new, like one or two years old. Standard original equipment, complete. US rig with mast ram. Proctor Epsilon mast with fully adjustable side stays added. Main, jib, spinn., top cover. \$5,000; Rapide combo trailer-dolly, like new \$600; Parker centerboard - (for back-up) \$200; Parker rudder - (for back-up) \$50; Ki Kaiser (c/o Kaiser, Jeanette jkaiser@ameritech.net); Day phone: 847-215-1050 X 5815; Evening phone: 847-234-8645.

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

USA7857; Parker, bags, launcher added. It is a good boat, solid and well rigged, white on white with blue trim. The hull has kevlar and maybe a little carbon in it. Proctor D, extra epsilon mast, the CB has been reworked and reinforced with carbon fiber. The rig was retrofitted with a cascade tensioning system and all the latest rigging. I have many extra's. At least two suits sails, covers, dolly, trailer negotiable, harnesses etc. Asking \$4000 US. Jim Tuten (US7857 & US8265); 614-424-4470 w; 614-294-8336 h; work e-mail tutenj@battelle.org; home e-mail jtuten@columbus.rr.com

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 8660: Lindsey-construction bag boat with glass deck and tanks, built 5 years ago, but only recently formally easured, 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.



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HYANNIS WORLDS NEWS:

ENTRY FEES:

Entry fee for the 1998 Hyannis Worlds will be \$ 600 US. The entry fee will include the following:

- Entry into the 505 North American Championships (Pre-Worlds) - North Americans Banquet
- Lunch every day during the World Championships - Beer each day after racing
- Worlds Banquet; Lobster/Claim Bake & Band
- There will be social events each night after racing

Entry for North American Championships only is \$ 150. All entries are due in US currency by July 15, 1998. There will be a \$ 100 late charge for all entries received after July 15, 1998. Please send all entries to:

505 World Championships

Hyannis Yacht Club

490 Ocean St.

Hyannis, MA. 02601

MAKE ALL CHECKS PAYABLE TO: 505 Worlds/Hyannis Yacht Club

MEALS: Meals will be available each night at the Hyannis Yacht Club. The menu will have prices ranging from \$ 8-12 per person.

Housing: We are providing a list of rentals. Plus Margo at ShoreLand Real Estate 508-771-2008 is the official Worlds agent for help with finding rentals. Very limited private housing will be available and will be allocated on a need basis. Send request to Hyannis Yacht Club C/O 505 Worlds Housing.

Official brochure and entry form will be available by mid March (*see attached entry form and the last issue of TT also. ed.*). With SeaLand shipping sponsorship this will be the largest none European Worlds ever with more than 60 none North American entries. Come join us for great sailing, a lot of fun along with some great Cape Code hospitality. Also do not miss your opportunity to win the first ever 505 Worlds Championship Americas Cup to be sailed in Beetle Cats one evening after racing. Race will be broadcast live on the Club PA system.

Tom Kivney

WHY SHOULD YOU COME???

I have received a few e-mails from 505 sailors concerned about the US \$600 entry fee for the 1998 World Championship (pre-worlds/NAs are included in the \$600). This will strike many as a lot of money, but the reality is that the '98 Worlds are a really good deal and a not-to-be-missed oppor-

tunity for North American 505 sailors.

For those who think the entry fee high.... A 505 Worlds is a unique event quite different from other large sailing events you may have been to. Many of you who have not participated or organized a World Championship may not realize what it costs to run a first class event. The social events and the camaraderie of the 505 class are unique. Recent 505 Worlds have had entry fees that reflect this, and are similar to the '98 Entry fee. If you can possibly make it, you owe it to yourself to attend. No one is going to go home after the event begrudging what it cost to attend. The organizers are very sensitive to the predicament some of the students and newcomers to the class face in attending this event. Everyone wants you to come to the event, and will do whatever they can to help get you there. Some billeting will be available, and targeted towards those who need the assistance the most.

The 505 Class has a tradition of running excellent championships. As a class, we have very high standards and expectations for a Championship, and expect each new host organization to attempt to run the "best ever" 505 World Championship. The Hyannis Yacht Club and the '98 Worlds organizing committee are determined to run yet another memorable event for the 505 class. The racing will be excellent; the RC chairman is 1979 505 World Champion Dave Penfield. The organizers are working hard to make sure that everyone who participates has a great time. Apart from the cost of the racing itself, which includes the crash boats, feeding the volunteers, the International Jury, measurement, etc. etc., the event includes a very strong social program; an opening cocktail party, a New England clam and lobster bake, a prize presentation banquet, lunches, beer after racing, and much more. This is going to be an awesome event, that all participants will enjoy and remember for years to come. For the many 505 sailors who enjoyed the last 2 or 3 Worlds.. you will really enjoy this one.

Taking the time off, getting you and your boat to Hyannis, paying for accommodation, and the entry fee will be a challenge for many of us. But it is going to be effort and money very well spent. If there is just no way you can afford the entry fee for both, the pre-worlds/North American Championships are a significantly lower cost alternative at \$150. It is going to be a great event, with 30-60+ European, Australian and perhaps African and Asian 505 teams augmenting a large North American field (most probably the largest turnout from outside North America at any NA 505 Worlds). It will however, be surpassed by the 505 World Championship, so if there is any way at all you can race in the Worlds, you should do so. Remember that the Worlds fee of \$600 includes the pre-worlds/North American Championship.

I look forward to meeting many of you in Hyannis.

Ali Meller

*VP International 505 Class Yacht Racing Association
505s 7200 & 8263*

Entry Form

Please cut out this entire form and return it along with a check payable to U.S. dollars or an International Money Order for \$100.00 (Pre-payable #403 or #404) to Pro-Worlds ASD World to the address below. **NOTE: Category B entries are required to pay an ADDITIONAL \$400.00.**

505 WORLD CHAMPIONSHIPS

c/o The Hyannis Yacht Club
490 Ocean Street
Hyannis, MA 02601 USA

Check or money order (to U.S. dollars) enclosed, payable to **505 World Championships Yacht Club**

Change my credit card

Yes No

Club name

Club race

Signature of Club officer

Please print name of person in charge of boat

REGATTAS ENTERED

ADDRESS

PHONE

REGATTAS CLUB AFFILIATION

BOAT'S NAME

ADDRESS

PHONE

REGATTAS CLUB AFFILIATION

BOAT'S RACE YEAR (SAIL NUMBER)

FOR EVERY RACE, FILL IN REGATTAS RANKING AND POINTS

NAME WILL BE PRINTED ON FLYERS

PHONE WILL BE PRINTED

FOR BOAT'S RACE RANKING AND POINTS

WORLDS TRANSPORTATION STATUS

WEST COAST WORLDS CONTAINER RANKING SYSTEM

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

We have created this system to determine who gets to go in the container.

There will be 6 qualifying regattas. They are:

1. California Champ, California YC April 4-5
2. Santa Cruz YC Invitational April 25-26
3. Richmond YC HiPer Invitational. May 9-10
4. Memorial Day Regatta, ABYC May 23-24
5. St. Francis YC Dinghy invite June 27-28
6. High Sierra, 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, their 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

Editors note: To date, there are scheduled five (5) full containers from Europe, one from Australia, and one from the West Coast. For those of you who cannot get your butts (boats) into a container, get to Hyannis anyway, it will be a great event! (Check out Barney's Jeep for transportation solutions!)

WHAT TO EXPECT IN HYANNIS: MEASUREMENT

The upcoming Hyannis 505 World Championship is open to all members of the 505 class, not just to pre-qualified teams as was true for many years. A number of teams who have not previously participated in a 505 World Championship are expected. If you are not currently planning to race in the World Championship, start planning - you should be there. An open worlds in North America is probably the best opportunity in thirty years or so for those North American 505 sailors who have not raced in a World Championship (a majority of current membership).

So, WHAT TO EXPECT FROM MEASUREMENT?

The key is that measurement at a Worlds is not set up to actually measure boats and sails based on the measurement form. Worlds measurement is intended to verify that a boat is measured, and to verify some key measurements. At the 1995 World Championship in Cornwall England, 105 505s were measured, some of them twice as they had minor problems the first time, with something less than 6 minutes per boat required. At Hyannis the measurement team will have to run over 100 505s through measurement, and this can only be done if each of those boats is prepared for measurement.

To be prepped for measurement you should have:

- a valid measurement certificate
- already measured, signed/stamped sails (max of 2 mains, 2 jibs, and 2 spinnkers)
- measurement bands on your mast and boom

It would be prudent to weigh your boat all-up (completely rigged boat ready to go sailing, less sails) prior to showing up for measurement in Hyannis.

A valid measurement certificate for your 505, issued by the International 505 Class Association. The measurement certificate is normally a buff colored index card sized card with the boats number, name, some text, and the International Measurer's signature on it. This certificate indicates that your boat successfully passed a full measurement which includes putting templates on the hull, taking detailed measurements and weighing the boat. If you do not have a valid measurement certificate, contact your US Regional Coordinator (see contact information in front of Tank Talk) and ask them who the measurer in your region is, and how you can get a new certificate issued if the boat was in fact measured or the boat completely measured if no record of the boat having been measured exists (*see seperate article on "How to get copies of your lost measurement certificate". ed.*) It will not be possible to fully measure 505s in Hyannis, as it takes far too long to do. If the measurement certificate reports that the boat had correctors, they **MUST** be on the boat when you go through measurement. If the correctors have been removed, the boat **MUST BE RE-WEIGHED** by a class measurer.

The Worlds measurement procedure is intended to check that each sail has a measurement stamp on it - indicating that it has been measured, and verify some key measure-



WHAT TO EXPECT IN HYANNIS: MEASUREMENT

ments to check on that measurement. The Worlds measurement procedure is NOT intended to measure new sails that have not already been measured. Contact your regional coordinator to ask who the region measurer is if you need sails measured. Sails are also measured and stamped at North American Championships, East Coast Championship, Pacific Coast Championships and Midwest Championships. You and others in your region can get together and measure sails anytime prior to the Worlds. You cannot measure your own sails. DO NOT SHOW UP AT WORLDS MEASUREMENT with unmeasured sails, they will not be measured at Worlds measurement.

Worlds measurement will weigh each boat all up, and will check for valid spar lengths and proper measurement bands "of a contrasting color". Check the length of your spinnaker pole, weigh your boat all up, and replace missing bands. You can use spray paint or a good quality plastic tape. For where the bands should go, pole length and maximum hull weight, check the International 505 Class Measurement Rules on the web page.

Worlds organizers are aware that some older boats may no longer have measurement certificates. In most cases, if the boat had been successfully measured before, the American Section and the International Association have records and the certificate can be reissued without a full measurement. If you are in this situation, contact your regional coordinator NOW to get a certificate reissued. If no evidence of the boat having been measured exists, the boat should be properly measured with templates by a measurer. At least two sets of US 505 templates exist, so organizing measurement at a local regatta, and having the templates and a measurer there is a good way to do this for multiple boats.

THE MEASUREMENT PROCESS:

All 505s will be measured in sequence, by tag/parking spot number. Queue your boat, with the mast down and lying on top of the boat, and the sails in the boat, out of their sail bags. Centerboard should be in the boat as normally along the rudder, tiller and tiller extension. Boats will be taken into the measurement tent one at a time by the measurement team, and run through measurement by the measurement team. Hand your measurement certificate to the measurer as you give them the boat. You are not allowed in the measurement tent, but should be waiting at the other end of the tent for your boat to come out. If there are any problems, the measurement team will make you aware of them, and you can correct them and resubmit the boat for measurement after all other 505s have gone through measurement.

With a little preparation, measurement will be simply a process of verifying correct measurement, and will only take a few minutes per boat. We can all get through it quickly without taking too much time away from sailing and partying.

Ali Meller and Peter Al

HOW TO GET A MEASUREMENT CERTIFICATE FOR YOUR 505

With a number of newcomers to the International 505 Class American Section having bought older 505s with missing measurement certificates, and the need for measurement certificates to race in the Hyannis World Championship in September, an article on how to get a measurement certificate seemed appropriate.

If you are planning on attending the North American Championships and the Worlds in Hyannis you will be required to have a measurement certificate for your boat. If you can not find it, or never received one, contact Waterat Sailing Equipment. They will find out if the boat was measured, and if it was they can get a new certificate from the International association. The cost of a new certificate is \$20.00.

Information needed:

Boat number: This should be on the boat, either on the forward face of the transom or the spine or back of the centerboard trunk.

Boatbuilder: Most boats had a nameplate somewhere. If you can not find it, tell us what you know about it.

your name, address, phone, fax, e-mail, etc so we can contact you with any questions and send the certificate.

It will take 4-8 weeks for mailing and the usual delays at every point, so do not put this off or you will be spending more money and goodwill for the rush.

If the boat has not been measured, or it cannot be established that it was measured, contact your regional coordinator and ask about having the boat completely measured. A complete measurement is not trivial, so if this is required, you should start working on it immediately. A measurer with templates needs to spend several hours measuring the boat. One of the current measurers is in Northern California near Waterat, so getting the boat there may be a good possibility.

If a measurer has measured the boat and put the measurements on the form, but you have not returned the measurement form, you should send the form to Waterat as soon as possible. They will forward the form to the International Secretary, so a certificate can be issued.

If the boat has not been registered, owners should send Chris Thorne the registration fee (GBP65) asap (cheques must be drawn in pounds on a UK bank)

Larry Tuttle at Waterat can be reached at:

larry@waterat.com or

408 462-5745 (tel)

408 462-5357 (fax)

Chris Thorne can be reached via e-mail at -

chris.thorne@dial.pipex.com

or by Fax: +44 1454 778898

A TUNING SESSION- A RABBIT AND A COUPLE OF BALLS AND YOU'RE OFF TO THE RACES!

Speed testing is great. To win you have to have speed. Yet at some point we all need to practice racing. That can happen at regattas or with a few other boats using rabbit starts and a few marks. Outlined are a couple of ideas that are used during practices at Hobart and William Smith Colleges, and most recently at some of the 505 midwinter east practices. [It really helps to discuss these drills with all the participants, or else you will never get it organized on the water. It also helps to have one boat be the coordinator as to which drills are next.]

UPWIND RABBIT RACING. Goal here is to develop a system for upwind tuning and speed that takes minimal time to reorganize. One boat starts on port tack, and the fleet starts by ducking the rabbit and then sailing upwind. The rabbit clears the last boat and then tacks. The group continues on one tack until one boat is "flushed" and is clearly behind. The flushed boat resets the group by tacking and sailing well clear of the fleet and then tacking back. Then the fleet slows, tacks, and then restarts by ducking the rabbit. It is important for the reset rabbit to set up outside enough so that the closest boat can tack and duck to restart safely. The fleet will be starting on both port and starboard tacks and will be alternating starting tacks.

DOWNWIND RABBIT RACING. Goal here is to develop a system for tuning while running downwind that is easy to organize and reset. This is essentially a downwind rabbit start, with the rule that the rabbit boat has its spinnaker up and drawing, and the starting boats can only have their poles up. After the rabbit has cleared the starters, it gybes and joins in. Again, the flushed boat makes the call, gybes and resets the rabbit start. Should be able to do this cycle without having to drop the spinnakers every time to restart.

RABBIT BEATS. The goal here is to simulate a racing environment with various restrictions. Windward and leeward marks are set giving 7-15 minute legs. The start is a rabbit start. Then everyone races to the weather mark. Options might be:

- 1) Limit the number of tacks each team can take, from 1-4.
- 2) Dictate the number of tacks, like each team must put in 6 tacks on this beat.
- 3) Have the first gater hit the left layline, and the rabbit hit the right layline, and everyone in-between can do what they want.
- 4) Have the first gater have to get to the right layline, and the rabbit have to get to the left layline.

Once Arriving at the weather mark, reset to go downwind by **RABBIT RUNS.** Again, the goal here is to simulate a racing environment with various restrictions. Windward and leeward marks are set giving 7-15 minute legs. The start is a downwind rabbit start. Race straight down wind or try some

options:

- 1) Limit the number of gybes each team can take, from 1-4.
- 2) Dictate the number of gybes, like each team must put in 6 gybes on this leg.
- 3) Have the first gater hit the left layline, and the rabbit hit the right layline, and everyone in-between can do what they want.
- 4) Have the first gater have to get to the right layline, and the rabbit have to get to the left layline.

REACHING DRILL. If you have a third mark, it is set at an appropriate angle for the breeze. At the weather mark, one boat starts the race by going close reach on starboard away the weather mark. Each boat in the fleet ducks the rabbit, everyone sets their kite and goes. The starting boat, sufficiently sacrificed tries to catch up. Everyone gybes at the reach mark and continues to the leeward mark and then race upwind to the weather mark finish by rounding and then stops to reset.

These are a couple of ideas. From here we are sure you can come up with more ideas to get you ready to race.

Ethan Bixby and Scott Ikle

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WHAT SHOULD YOU BRING TO THAT REGATTA?

Have you ever wondered, after you've been driving in the car for the past hour, if there is anything else that you should have brought to the regatta? If you're like me, at best you have a mental checklist of what should be in the car, but invariably something important is missing when you get to your destination.

So, I've asked Howard Hamlin to help out. For those that have seen him travel, Howie seems to always have the right tools to get the job done. Here is the list of tools he brings to an event.

- Fastener box
- Drill index - 1/32" increments, extra 1/16 drill
- Cordless drill, 2 batteries, charger International power adapter
- Hacksaw and extra blade
- Rivet gun
- Duct tape
- Electrical tape
- Shackle key
- Vise grips
- Hammer
- Loos gauge
- Sewing kit
- Lighter
- Nico press tool
- Felco cutters
- Pliers
- Felt tip pens
- Flat and round files
- File card

Straight & phillips screwdrivers

large & small each Box wrenches - 3/8, 7/16, 1/2, 9/16

Nut driver 3/8

Chisel (to chisel off rivet heads)

Metric & long tape measure

Knife

10-24 tap

Center punch

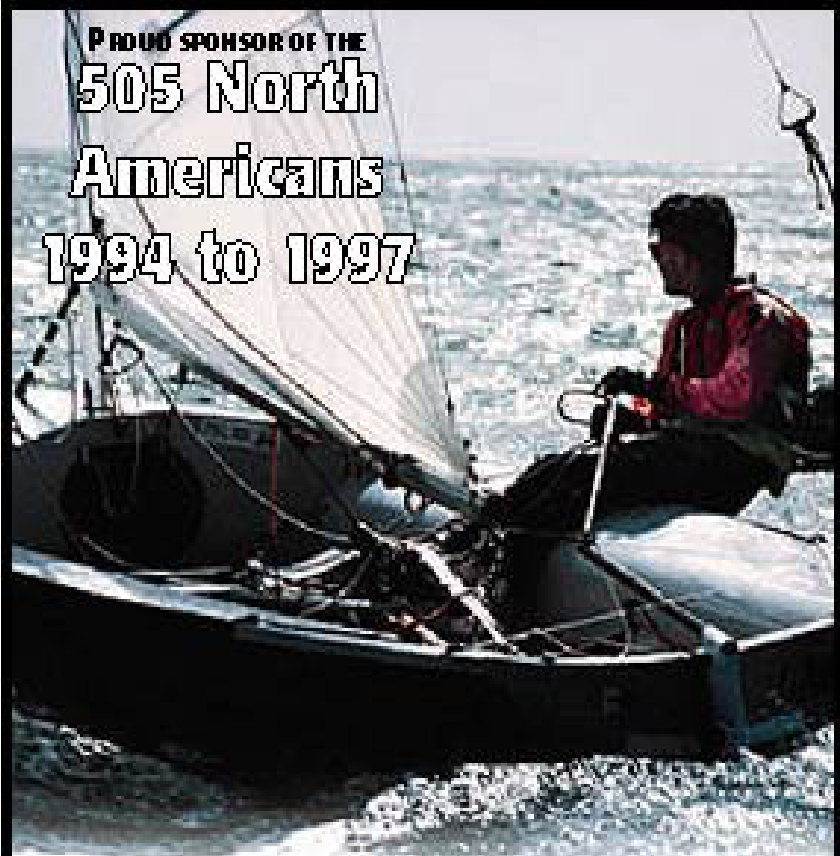
McLube

Silicone sealant

Sand paper - grits: 60, 120, 220, 320, 500, 600

Yarn

When flying I put them in a canvas bag in with my sailing



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FLEET NEWS

FLEET North West

505er's,

On Sunday Feb 22nd, we had our first, class get together for 1998. Three boats actually put in at Shilshole for a quick three hour sail. The wind was a fabulous 10-12knots with a few gusts above 15, this made for some long tacks and fast reaches. Screaming past a laser in a good breeze is always a thrill.

Thanks to all who came and sailed, and thanks to those who made the effort to come by and introduce themselves to others interested in the 505. We had 15 sailors and their wives meet for a question/story telling time at the Azteca restaurant. Thanks go out to Allan Johnson for bringing pictures of the east coast 505s sailing in one of their regattas.

We have come up with some dates for regattas that we will be attending as a class. There are many others that we could attend but in order to avoid burnout, and high entry fees, these were the ones we chose. If you are planning to attend other regattas please send us a note, we will try to get others notified. These events are good exposure for our class at a reasonable price, and if every boat owner makes one regatta then we should have at least 4 boats at every scheduled monthly event. These dates will be posted soon on our NW 505 web page. If you go to an event and get some good pictures taken, we may be able to put them up on the web page. (*It has been done! ed.*)

If you didn't make the sailing day, we now have NorthWest 505 t shirts available for 14\$. They are white or ash and have the logo that is on the web page.

We are also making a list of boat owners and crew, if you want to be on our list please send us a quick yes or no. The list will be on the web page!

Our web page is available at <http://www.sailing.org/int505/nw/entry.html>

Any questions? Thanks for your participation,

Paul Von Grey

(360)679 0831

hatay@whidbey.net

or

Sue Athmann

sathmann@sos.net

FLEET 19

Dinghy sailing is tough racket. Convincing your 195 pound sailing buddy to abandon the lazy life of a big boat crew is hard enough. Getting him to plunk down the big bucks to buy a 505 takes a smart salesman. At Fleet 19, based just south of Annapolis at West River Sailing Club, we count more than a few boosters that have contributed to solid growth figures in recent years.

You all know the roster by now. Our ranks include the relentless Ali Meller, the dogged Macy Nelson and the tireless Jesse Falsone, who besides his American Section and

Interclub fleet building duties is expecting a second child this summer.

What is truly remarkable is that the fleet has not rested on its laurels. Ali, who is still the heart and soul of Fleet 19, never stops working as master builder. He is responsible in recent years for recruiting nearly half of the Fleet 19 roster.

With a solid and growing membership, we are looking forward to one of our best seasons yet. We are hoping to send one of the strongest American teams to the worlds, and have a solid series of local races on the schedule. We now count 15 505s based at West River alone, and should get 20 plus boats on the line at local events.

Our season kicks off in late April with West River Spring. It's the first regatta on the East Coast (not counting the midwinters) and we are looking to a strong turnout from locals as well as world and national contenders. In early May, we're holding an open house, which has proved a fruitful recruiting tool in the past. And then we are running the 505 Mid-Atlantics towards the end of the month.

Then, the fleet is expected to go into high gear for the worlds. As many as a half dozen boats will be travelling frequently to New England this summer to participate in the East Coast Championships and other regattas. See you on the water.

Allan Freedman

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USING A FLEET BOAT AS A MARKETING TOOL

TRYING TO GROW THAT FLEET? LISTEN UP!

This year, after a four year sabbatical from sailing, I decided to return to the water, and to introduce my new husband to a new sport. We knew that dinghy racing was our main interest, so we set about deciding which class to join. We found the Ottawa sailing home page, and noticed that there were only a few sizable racing fleets on the river. It didn't take long to choose the 505.

Now we hit a snag - we needed a boat. As relatively recent university graduates with "early career" jobs, finances limited our choice, but we wanted to spend the summer sailing, not rebuilding a relic. Also, we were reluctant to put our money into any boat, not knowing anything about the class, the different hulls and rigs available, and problems to look for in a used boat. I didn't know if Dave would take to sailing, and I didn't know if I could handle what I knew was a lively boat. With these reservations in mind, we gently inquired about a few of the boats listed for sale around Ottawa. I think that our interest would quickly have waned, had we not received a reply about Parker 6802.

6802, although listed for sale, was actually available for summer charter. Owned by the Ottawa fleet, its purpose was to introduce sailors to the 505. It was an opportunity that eliminated all our reservations: an inexpensive, risk-free introduction to sailing 505s. We began what turned into the best summer of sailing that I have experienced.

WHY MARKET THE FLEET?

All racers know that one-design racing is the most interesting and exciting. More people interested in 505s, means more boats on the water, and more local one-design racing available.

We can encourage high calibre racers from other fleets, developing racers, and more casual racers join us on the water. All contribute to a strong racing class. At home, the "rock-stars" give club racers something to shoot for, making local racing more exciting and challenging. At larger regattas, they boost the size and calibre of the fleet, and give the fleet exposure among elite racers from other classes. Encouraging developing racers (who may one day take over from the rock-stars) to take up 505 racing will increase the future potential of the fleet. An increase in the number of casual racers in the local fleet means more boats on the start line (perhaps a 505 one-design start) in club races, and more local exposure of 505s.

If we can increase the size, the depth, and the future potential of the fleet, there will be other 505s to race against, both locally and globally for many years to come.

HOW CAN WE SELL 505S?

We can produce glossy brochures and extreme videos. We can stand smiling at the boat-show as anglers and water-skiers wander by. What will really sell 505s is going for a test drive. For an elite sailor who is looking for a new class to race, one ride may be enough. For younger, or less experienced racers, it may take several races, or (like Dave and me) a season of racing to be persuaded to take the plunge

and buy a boat. A fleet boat facilitates setting the hook, especially for the less easily convinced. In Ottawa we regularly see ten boats on the start line on Wednesday evenings. At least two of those crews joined the fleet after becoming hooked on 505s in the Ottawa fleet boat.

MANAGING A FLEET BOAT

If your fleet decides to buy a fleet boat for marketing the 505, there are several approaches it can take to make it work. The boat could be kept free for interested parties to try out for an evening, or weekend regatta. This approach has the advantage of reaching as many potential 505 buyers as possible. However, many will simply enjoy the ride, and go back to their own classes. Also, the responsibility for maintenance of the boat is unclear, and is likely to rest on one member of the fleet with his or her own boat to look after.

Alternatively, the fleet could focus on a particular crew pair, and make the boat theirs for the season. The fleet can select the crew taking the boat on to ensure that they will take the responsibility seriously, and that they are competent to handle the boat. The crew that takes on this responsibility is likely to be quite serious about getting into 505s, and have great incentive to repair and maintain the boat, as the state of the boat will affect their performance in the next race.

In Ottawa, in the last two years, the fleet has taken this second approach to managing the fleet boat. The crew is expected to maintain the boat, and the cost of this maintenance is the only charge for a summer of racing. With the next race always in mind, repairs are made promptly, and improvements are put into place enthusiastically. Not only is this good practice for owning a boat, allowing the crew to accurately estimate the cost of ongoing maintenance in both time and money, but the boat is kept in top shape, and improved year to year. Although fewer potential 505 owners try the boat, the sailors who take it on for the summer tend to be serious in their interest. In fact, this approach to using the fleet boat has brought two boats in two years into the Ottawa fleet.

Dave and I have had so much fun this summer, that we bought a boat, and anticipate racing 505s for many, many years to come. I know there are enthusiastic racers out there who miss sailing dinghies, and who need just a little kick start to turn them into dedicated 505 sailors. Maybe you too can boost the size of your fleet using a fleet boat as a marketing tool.

Debbie Ashby

CAN 7796, Fleet 4

REGATTA REPORTS

ST FRANCIS REGATTA

Although the west coast 505 season has gotten off to a slow start due to bad weather the San Francisco city front came through in true form this past weekend with clear skies and solid wind. Six races were sailed over the 14th and 15th of March in a wide range of conditions. Attending the regatta were long time 505 -ers such as Top Poor and Stewart Park, and new rock stars such as Andy Beckman sailing with Steve Bartz. and Paul Kerner sailing with Bruce Tilley . Bruce Edwards showed up with his brand new waterat sailing with his long time partner Dave Shelton.

Saturday started out with light westerly winds. and a transitioning tide. The first race was a 2 lap windward leeward and started with most boats heading for the shore to try to get in the growing ebb current. Mike and Howard got there first and lead the entire race. Dave and Bruce were second and Stewart and Tom were third. By the 2nd race the wind had built to 15 knots and we had a triangle windward leeward. Mike and Howard were able to use there reaching speed to again win the race. with again Dave and Bruce in second and Stewart and Tom in third. A 2 lap windward leeward course was used for the third race and the wind had increased to 18 knots, and become quite shifty. At the top mark Stewart and Tom lead with Dave and Bruce hot on there heals. by the leeward mark Mike and Howard managed to sneak into 2nd and stay there until the finish.

Day 2 was again clear and light air for the first race. Again the course was a 2 lap windward leeward. the wind dropped just before the start causing many of the teams to not make the start, including the series leaders. Alex Mehran and Jerry Woan lead at the first mark. During the race the wind steadily increased. Dave and Bruce turned on the beefcake motors and took the gun, with Mike and Howard working back to 2nd, and Stewart and Tom finished in third. the wind filled in quickly to about 20 knots. Race 5 was a 2 lap triangle. the big Santa Cruz boys took an early lead , but Mike and Howard were able to pass them on the last reach. however the extreme obesity of the Shelton, Edwards team was too much for the little boys from Long Beach. and took the race. With a tie going into the last race the stage was set for a good battle for the last race. Again a 2 lap triangle was used, and the wind was now blowing 25. Dave and Bruce, with there new boat and lots of fat motored to a huge lead at the first weather mark. Stewart and Tom were next, and then Mike and Howard. The first reach was a Blast with the 25 knot wind and waves from the ebb tide, it was quite a scary ride. Dave and Bruce saw some windsurfers catching some big air, on some ferry wakes. Feeling cocky with their big lead they thought that they would the same. They might have made it if they did not try that forward loop. They crashed and burned hard. Stewart and Tom lead at the jybe mark, but Mike and Howard passed them on the second reach (another scorcher) and remained in the lead for the rest of the race to take regatta. . complete results are below.

Again the St Fancis Yacht Club did a super job of running the event. and a good time was had by all.

Mike Martin

PLACE	CREW	SKIPPER	FINISHES	
1	MIKE MARTIN	HOWARD HAMLIN	1,1,2,2,2,1	=9
2	DAVE SHELTON	BRUCE EDWARDS	2,2,3,1,1,3	=12
3	STEWART PARK	TOM POOR	3,3,1,3,3,2	=15
4	BRUCE TILLEY	PAUL KERNER	11,4,5,5,4,6	=35
5	ERIC CHASE	CRAIG PEREZ	5,6,6,6,9,4	=36
6	STEVE BARTZ	ANDY BECKMAN	4,5,4,7,6,11	=37
7	ALEX MEHRAN	JERRY WOAN	7,7,11,4,8,5	=42
8	RANDY GRIFFIN	SYLVAIN GRIFFIN	8,8,11,8,5,7	=47
9	BRUCE FLEMING	STEVE ANDERES	6,11,11,9,7,11	=55
10	BEN BENJAMIN	NICK ADAMSON	11,11,11,11,11	=66
11	ALLAN ABLOW	LARRY TUTTLE	11,11,11,11,11	=66

CALIFORNIA STATE CHAMPIONSHIP, CYC

After many years of loyal Bay Watch viewing I finally got my chance to sail in Marina del Rey. Visions of being rescued by Pamela Anderson at the jibe mark quickly changed to just keeping warm as Saturday dawned to cold and drizzle. The forecast for the day light and variable, rain and cold. It wasn't looking good for slow motion running on the beach and or sailing, but after a small delay the 505 fleet was off racing. Saturdays racing saw winds of 5-8 knots and shifty. Andy Buckman and Ben Benjerman got of to a quick start and won the first race only to miss the second! then came back and had a 1,3 in the 3rd and 4th race. Not bad for there first 505 regatta together!

HARKEN RONSTAN HOLT ALLEN

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REGATTA REPORTS

The hard work that Mike and Howard put into the lower California fleet is really showing- THEIR FAST! ALL OF THEM!!! All 4 races Saturday had the fleet finishing inside of a minute of each other! At the end of the first day Bruce Edward's and David Shelton moved into the lead with scores of 6-1-2-1. And Bruce and Dave won the guts prize for there pin end port tack start!

Sunday morning came in sunny with light wind again. Race one saw Bob Little pms and went on to win the race! Local boy rules the waves! The rest of the fleet finished overlapped! No kidding 5 boats went across the line over lapped! The next three races saw the boys in blue mow down the fleet. Sailing smart and fast Bruce and Dave wrapped up the California State Champs by winning the last three races....

A few notes:

- Mike and Howard Human?
 - Big guys light air?
 - Larry Tuttle left the shop and enjoyed his creations!
 - Beer on the dock after racing(I'll be back!)
 - Deep fleet! How many top worlds teams and NA champs?
 - Huge regatta dinner (with free beer!) Saturday night!
 - Teams from Vancouver, West River, Nor- Cal, and Seattle!
 - New boats and old boats winning races! Newest 1st! Oldest 3rd!
 - Great Yacht Club! And Race management!
 - Results to follow!
- See you again at the 99 Hiper regatta!

Pl	SAIL#	SKIPPER	<i>David Shelton, USA 8680</i>								TOTAL
			1	2	3	4	5	6	7	8	
1	USA8680	DAVID SHELTON	6	1	2	1	7*	1	1	1	13
2	USA7771	MARTIN/ HAMLIN	4	4	4	5	6*	2	4	2	25
3	USA6992	DAN THOMPSON	2	8*	8	4	5	3	2	4	28
4	USA000	MELLER/ JOHNSON	7	5	3	2	4	9*	5	5	31
5	USA8084	ROB WATERMAN	3	6	5	6	8*	4	6	3	33
6	USA8411	TAUGHER/ TILLEY	8	3	7	9*	2	6	3	6	35
7	CAN7039	ROBIN BROWN	5	2	6	8	3	7	8	9*	39
8	USA8266	ANDY BUCKMAN	1	11*	1	3	9	10	9	7	40
9	USA7201	LITTLE/ FLAM	10*	9	10	7	1	8	10	8	53
10	USA7873	TUTTLE/ NORMAN	9	10	9	10	10	5	7	12*	60
11	USA6983	ERIC WILLIS	11*	7	11	11	11	11	11	10	72



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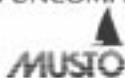
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Non-members: All interested parties are entitled to an issue of Tank Talk to get a feel for the class. Send in your name and address to Scott Mackay (address p. 4) for a free issue!

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Membership type:

Full Associate (Please circle one)

505 Sail/hull number: _____

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

Thank you for your support!

ARE YOU BLACKLISTED???

Here is a list of names of the people who still owe dues for 1998. Due to publishing and postage fees, anyone who hasn't paid won't receive the next issue of TT. Remember, to compete in an area or national championship, you must be a member of the class. So, PAY UP NOW and keep our class healthy!

Mark Adams

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Johan Baecksin

Gary Bodie

Michael Breton

Tom Burnardo

David Cahn

David Chatham

Ulrich Coblenz

Andrew Cole

Tim Collins

Ryan Cox

David Dyson

Kevin Eley

Kenny Elliott

Neil Ericsson

Robert Fortiner

Allan Freedman

Andy Gooding

Greg Gump

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Barry Kuehl

Thad Lieb

David Mathews

Alexander Mehran

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Jack Nash

Macy Nelson

Bobby Noyes

Stergios Papadakis

Jonathan Phillips

Chris Price

Robert Robinson

Lawrence Rosenfeld

Urs Rotchacher

Garison Ruggles

Robert Sams

Monty Schumpert

Ray Seta

Giuseppe Sgorbati

Carl Smit

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