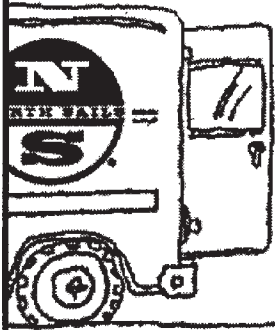


TANK TALK

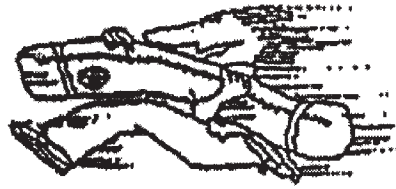
the news magazine of the
international 505 class
• american section •

Summer '98





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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
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1st at the Midwest Championships
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(W) 206 470-7314
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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

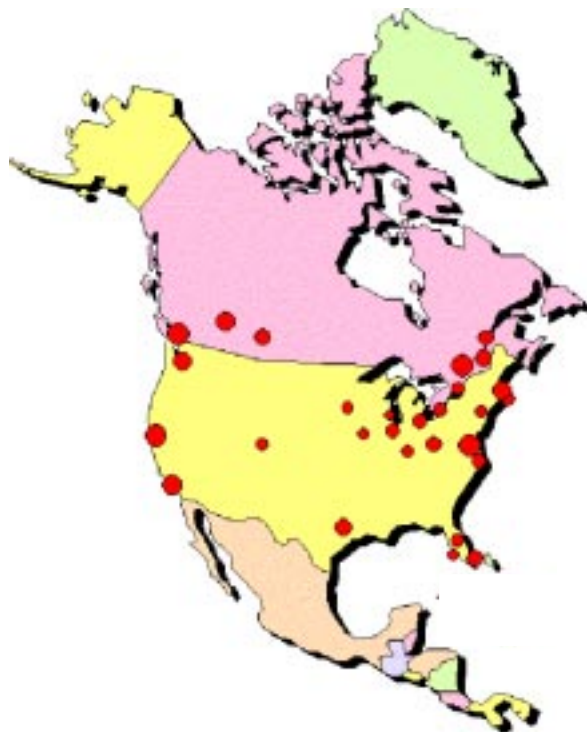
To post to the 505 E-mail list send the following:

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 SUMMER 98

Hello all;

Summer is upon us and the 505 sailing season is in full swing. We have had some great regattas with the best turnouts in years. There are more events coming up to take advantage of summer, so go have fun at these events. With the Worlds coming up in Hyannis in September, we all need all the practice that we can get so that we can have Americans as World Champions, instead of some bloody British blokes. This brings us to the next topic: The World Championships. Everything seems to be going quite well leading up to the event. Once again, I would like to thank everyone who has volunteered their time and efforts to putting on this event. Let's all show our appreciation by attending this event. The turn out from overseas looks to be very good and it is shaping up to be a 100+ boat fleet.

On the topic of future class officers, Bruce Tilley has volunteered as National Measurer. Bruce has been in the class for many years and has lived and sailed on both coasts. He has already taken over for Paul Tara, so let's thank him now for his present and future service. The next order of business is finding someone to take over my role as president for the next two years. My term is up at the AGM in September and we need nominations for president before then. You can send your nominations to Jesse Falsone.

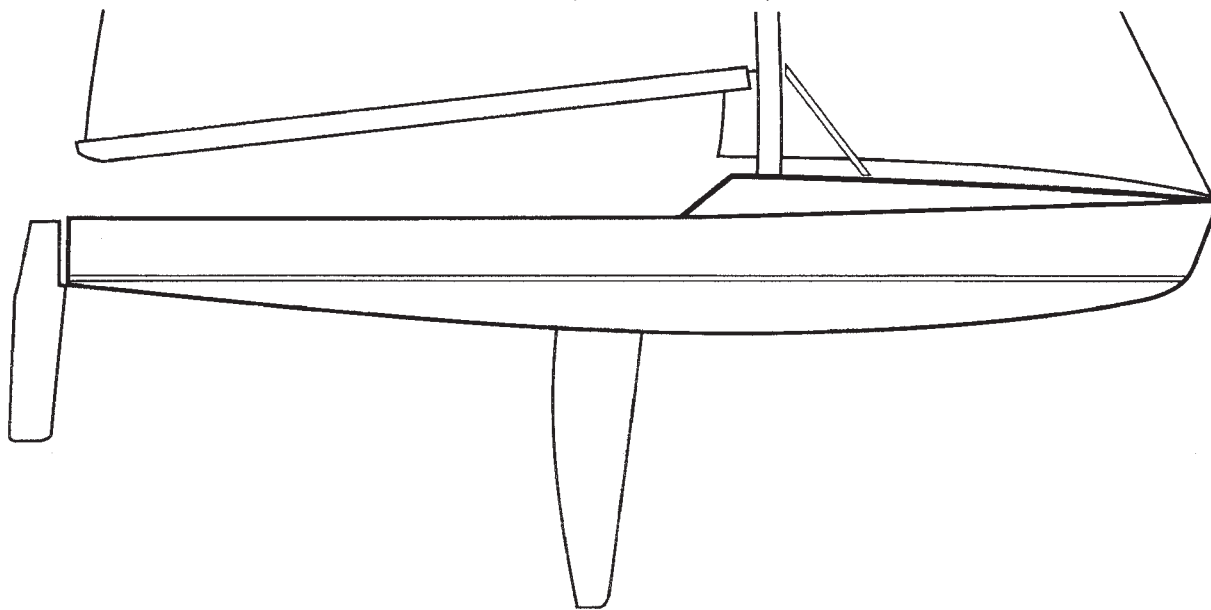
Amongst everything else that is going on, we can not forget about efforts to build the fleet. In focusing on the Worlds, we must not forget about what has made our fleets strong to date. When you find someone that is interested in 505 sailing be sure to offer to take them for a ride and get them hooked. If you are lame and do not have time to take them for a ride, refer them to someone who is not lame. We all benefit from a growing class, so let's all do what we can to promote growth.

See you all in Hyannis,

Mike



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SECRETARY NOTES:

Fellow 505 Sailors,

I was very lucky to participate in a fantastic fleet building activity on June 27th. West River Sailing Club and 505 Fleet 19 held a one-day regatta designed to attract potential sailors and invite old fleet members back to the club. Fleet Captain Allan Freedman did a superb job of organizing the event. I believe that this event can serve as a model to other fleets wishing to build their membership base and get those old timers back on the water. See Allan's article in this issue of Tank Talk on how he organized the event.

Speaking of old timers, Barry Kuehl celebrates his 30th year in the 505 class. Congratulations, Barry! In a very interesting and informative interview, Barry details his experiences in the 505 class. The interview also contains a good deal of class history. After 40 years the class continues to change, but you have to know where you've been to know where you're going.

With the 1998 Worlds only a few months away, many teams are honing their skills to achieve peak performance in September. Being a stalwart in the Crew's Union, I surveyed four rock stars on what the three most important traits are in a 505 crew. Many thanks to Peter Alarie, Mike Martin, Dave Shelton and Allan Johnson for submitting responses.

The 1998 American Section AGM will be held during the Pre-Worlds/NA's in Hyannis. The agenda is included in this issue. To date, I have not received any nominations for class president and only one for national measurer. Please

consider what the 505 class means to you and that we need dedicated and organized individuals to help run the American Section. Competent leadership is a must to sustain our prosperity. You don't need to be the CEO of a fortune 500 company to be a good leader in the 505 American Section. All you need is the right attitude and the desire to see the class continue to grow.

As the 1998 Worlds descends upon us, I would like everyone to consider that help is still required during the event. Please be prepared to lend a hand.

Fraternally,

Jesse



EDITOR SPEAK:

505er's,

I want to take the time to thank those who have been helping out with the latest issue of *TT*. As most of you know, getting people to give their time to help out a volunteer organization is quite difficult. For those that do, you can make quite an impact and leave a legacy that many will remember for years to come. I appreciate it all, please continue! For those that don't, **quit sopping up the hard work of others and get in there and contribute!**

In this issue, Jesse has scoured the earth to find some decent crew and tries to understand what makes them tick. Also, proving that you cannot be too old to sail, Barry Kuehl celebrates his 30th anniversary and reflects on the history of the Class.

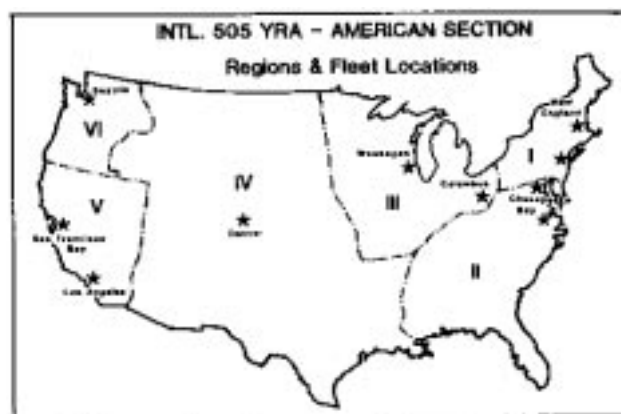
Next issue should bring more changes to *TT*. I will try to bring a different format to these pages. With the help of a few others, we will have consistent columns, more gear tips, and denifitial boat handling tips whether you are in the front or back of the fleet. Also, full Worlds coverage for those who are not attending. [I, for one, will be anticipating the reports while delivering our son that week.]

Also, as you can tell, I can always use new pictures to grace these pages. Please contribute any and all worth while photos to the cause! I can scan anything (look at Mikes' photo!)

and return them to you, along with electronic copies if you wish. What a great way to get published!

Good luck at World's to those attending, great sailing to everyone.

Scott



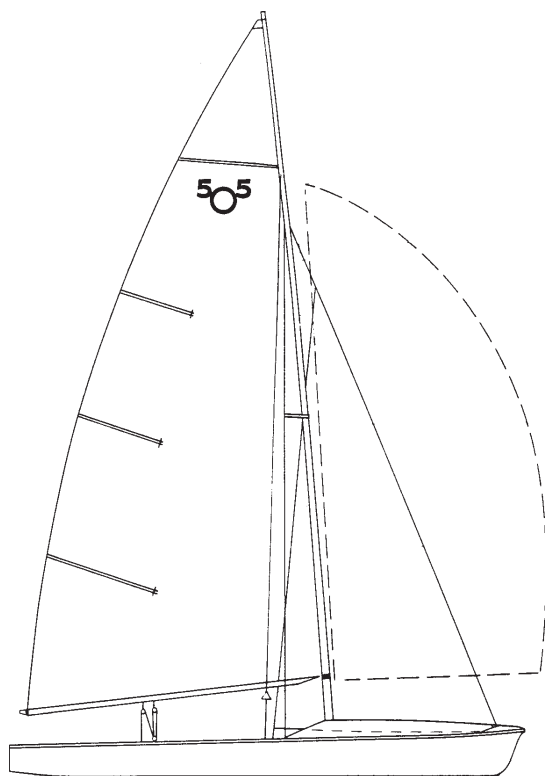
Ever wonder what region you are in? Don't know who your regional rep is? Below is a map of the recent region redivision. Want to get something done? Try calling your regional coordinator and help organize a "Take a Friend Sailing" day. One of the best ways to grow the fleet is to show others how fun it is. Look for an article on one way this is done in this issue.

NORTH AMERICAN REGATTA SCHEDULE

| Date | Event | Venue | Contact |
|------------------|---------------------------|----------------------------------|------------------------|
| July | | | |
| 3-5 | Canadian Championship | Kingston YC, Kingston, Ontario | Jeff Boyd |
| 4-5 | Hampton Annual | Hampton Annual | Henry Amthor |
| 4-5 | W.A.V.E.S Dinghy Regatta | Royal Vancouver YC, BC | Terence Reynolds |
| 11-12 | High Serria Regatta | Huntington Lake, CA | Mike Martin |
| 11-12 | One Design Championship | Union Reservoir, CO | Gary Scott (?) |
| 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 |
| 25-26 | SCYS One Design #4 | Santa Cruz YC, Santa Cruz, CA | David Shelton |
| 31-8/2 | East Coast Championship | Hyannis YC, Hyannis, MA | Tom Kivney |
| August | | | |
| 1-2 | Timmy Angst | Montrose, Chicago, Ill | Graham Alexander |
| 1-2 | Dillon Open | Dillon YC, Lake Dillon, CO | Gary Scott (?) |
| 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 | Renka Gesing |
| 28-30 | ECC / CORK | Kingston, Ontario | Jeff Boyd |
| 29-30 | PCC | Richmond YC, Richmond CA | Craig Perez |
| September | | | |
| 5-6 | EBOC Closer | Vancouver, BC | Terence Reynolds |
| 5-6 | Labor Day Regatta | ABYC, Long Beach, CA | Mike Martin |
| 5-6 | Nebraska Gov. Cup | Ogalala YC, Lake McConahay NE | Gary Scott (?) |
| 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 |
| 19-20 | BC 505 Championship | Vancouver, BC | Terence Reynolds |
| 26-27 | Colorado Gov. Cup | Pueblo Reservoir, CO | Gary Scott (?) |
| 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 |
| 3-4 | Frostbite Regatta | Denver SA, Cherry Creek Res, CO | Gary Scott (?) |
| 10-11 | Pumpkin | Lake Fanshawe, London, Ont | Graham Alexander |
| 10-11 | CYC Championship | Corinthian YC, Shilshole Bay, WA | Paul Von Grey |
| 17-18 | Pumpkin Bash | Denver SA, Union Res, CO | Gary Scott (?) |
| 17-18 | Pumpkin Patch | West River SC, Galesville MD | Allan Freedman |
| 24-25 | Mission Bay 505/FD | Mission Bay YC, San Diego, CA | Dan Merino |
| 24-25 | Hoosier Invitational | 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 | | | |
| 1-11 | 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 | |
| Renka Gesing | renka@windsor.igs.net | 519 254-5015 | 519 254-5015 | 519 254-59 |
| 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 |
| Dan Merino | DMerino28@aol.com | | | |
| Macy Nelson | macyann@aol.com | 410 947-1998 | 410 752-1630 | 410 752-0085 |
| Craig Perez | | 916-677-2379 | | |
| Terence Reynolds | TERENCE_REYNOLDS@HP-Canada-om1.om.hp.com | | | |
| Matt Sanders | FiveOhFive@aol.com | 408 427-1721 | 408 761-4427 | 408 761 4427 |
| Gary Scott | gscott7458@earthlink.net | 303 674-1394 | | |
| David Shelton | sheltonj@ix.netcom.com | 408 463 0800 | | |
| Nick Trotman | 102361.3345@compuserve.com | 508 526-1132 | | |
| Paul VonGrey | Hatay@whidbey.net | | | |



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IN THE NEWS

STILL SAILING THE 505!

Logan Goar, 1959 & 1961 NA Champ, is still sailing 505's at age 73. Logan stopped sailing 505's in 1964 when he campaigned the FD for the Olympic Trials that year. His hiatus from the 505 continued for 20 years while he took up flying antique airplanes. Logan jumped back into the 505 in 1984 and now sails in the Texas fleet with his



young wipper snapper 40 year old crew. Logan's first 505 (US 158) was built on a Maximir shell from England and finished privately by the first owner in San Antonio. This boat won the '59 NAs with a home-built gybing board. Logan still has the original plans for this boat signed by John Westall! He now sails an older unidentifiable 505, perhaps of Australian origin. Logan credits George O'Day for introducing the 505 in the US and Walter Bowden for helping to establish the 505 American Section.

CREW CHANGES!

Allan Johnson moved back to his home state of Washington and now campaigns a 49er in Seattle. When asked which boat he liked better, Allan responded "the 505 is clearly the better boat ... but the 49er is the better skiff." Allan goes on to say that upwind tactics are more challenging in the 505 where hitting the shifts really counts, but downwind tactics are more challenging in the 49er with the asymmetric chute and tighter angles.

505 FLEET ADVERTISEMENT CAMPAIGN SPONSORED BY THE 505 AMERICAN SECTION

The American Section will grant \$200/annum to any fleet wishing to advertise in a local sailing newspaper/magazine. Fleets may combine grants in this effort. Please send a written request for funding to American Section Secretary, Jesse Falsone, detailing the proposed advertisement and the publication. Hampton and Fleet 19 teamed up to post this ad in SpinSheet last month. You can be next!

ALI MELLER KEEPS MAKING HEADLINES!

Ali Meller, recent recipient US Sailing's John H. Gardner Jr Award, is making headlines. News of his award has been in US Sailor, SpinSheet and in Annapolis' Capital Newspaper where he was interviewed (see <http://www.capitalonline.com/cgi-bin/view/live/07/09-07/SAL>). SpinSheet describes his efforts as a blueprint for success in one-design management. Keep pluggin', Ali!

SHOW YOUR CLASS!

Class members wanting a 505 American Section sticker should send a self-addressed stamped envelope to Jesse Falsone.



FUTURE 505 SAILOR

American Section Secretary, Jesse Falsone and spouse, Laura Nye, were blessed with the birth of a healthy baby boy, Ethan James Falsone, on June 8. Ethan and brother Thomas (age 2) could make a formidable duo in the year 2020. [Jesse, if you didn't marry her, she's not your spouse.... did we miss the big announcement? Ali]

MEASUREMENT CORRECTIONS

If you are planning on sailing in worlds this year, and even if you are not, it will pay to understanding the measurements rules. Corrections to the measurement policy have been given by Regatta Organizer Tom Kivney: All sails will have to be measured before attending NA's or Worlds. Sails will be checked at the venue for prior measurement stamps. NO NEW SAILS WILL BE MEASURED AT HYANNIS. If you have any questions, contact Tom, Peter Alarie or your regional coordinator (see the contact list in front). Don't get booted out of line for something simple, get those sails measured first!

| | | |
|-------------|--------------------------------------|----------------------------------|
| May 16-21 | Hampton Tripeps | Hampton Fleet (Hampton, Va) |
| May 22-24 | West Coast Regatta | Henry Arthur - (757) 722-8377 |
| June 27 | TRAC 404 Regatta | |
| July 4-5 | Hampton Annual | |
| Aug 3-5 | Fishing Bay Annual | |
| Sept. 12-23 | 505 Nationals - Florida, Hyannis, MA | West Coast Fleet (Galveston, Md) |
| Oct. 3-4 | NYIC Fall Regatta | Alan Freedman - (301) 589-6720 |

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

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 - Good for starters!

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

USA 3263, 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 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 3919?; Parker; launcher; 2 Proctor masts; 2 sets of sails 1 spin; 2 std centerboards, top and bottom cover; trailer. Hull needs work: chainplate needs to be repaired. \$650 obo. Contact Steve Branin, sbranin@leepfrog.com 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 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 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; Protctor Mast, trailer and launching trolley in good condition, not mint however. Standard centerboard and rudder. No bottom or top covers \$1200.00 in Northern CA. E-mail: wit@nccn.net (Rusty Witwer) 916-274-1813.

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

USA 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

continued next page...

505s FOR SALE IN NORTH AMERICA

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

Decent Used Racing Boats, The Next Step Up

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

CAN 6353; Parker foam core composite, launcher, new Procter D, new lines and hardware throughout, 2 suits of sails, new gybing CB, cover, dolly. Asking \$2000 CAN, Keith

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
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Port Macquarie 2444
N.S.W., Australia

Mader
Germany
???????

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

Van Munster
Australia

Waterat Sailing Equipment Phone: 408 462-5745
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USA 6666; 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 seperate cloth tensioner; Almost unused Procter 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.

USA 6988, 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).

CAN 7798; Parker; bag; Procter epsilon; 2 suits, North/Johnson/Ullman; standard blades; top & bottom covers;

505s FOR SALE IN NORTH AMERICA

\$6500 Canadian; Marg Hurley; 613 820-7618; 613 954-8472; trailer negotiable. Ontario. E-mail Marg at mihurley@revcan.ca

CAN 7858; Parker; 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 8172; Parker; Very little use and looks nearly new (garage kept). Gray with white and red deck stripes, white below waterline with red bootstripe. Bloodaxe rudder, cb. Proctor D. New top and bottom covers. Launcher boat with tack forward. Aluminum trailer. Nearly new Banks spinn and main (made by Bixby), other North and M+W sails. \$6500. Bob Kleiner (610) 940-0331 (Philadelphia area).

SUPERBOATS

USA 6931 ; Lindsay (launcher); Proctor D mast and Schaeffer boom; Ullman/Danger sails and lots of extra sails; Lindsay CB and rudder; Custom built double trailer and trolley/dolly. Very good condition, woodwork in good shape. Photo from 1997 North American Championship. Boat is at Richmond Yacht Club in SF Bay area. \$6000. Contact Ali Meller alimeller@aol.com 703 414 4010 (o) 301 963 0159 (h) or Dennis Surtees 510 237 2527 (h) dsurtees@worldnet.att.net.

USA 7068; 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 taugherk@concentric.net

USA 7318; Lindsay, the famed Dumptruck, winner of '97 Midwinters 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.

USED EQUIPMENT, USED SAILS, AND MISCELLANEOUS BITS

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

Will Elmer <willelm@jetcity.com> Pacific Northwest

Proctor D mast (good shape), with a gooseneck fitting ordered from England for \$80

epoxied mohogany centerboard (very good condition) need another coat of varnish.)
Harken mainsheet block (1 year old).

Tom Cook 408-335-9294 nurmot@cruzers.com

"small" Danger spinnaker. New 7-97 Used in only 2 regattas. No sail #'s yet \$300 + shipping from Santa Cruz

Phil Schriener, ps470bmw@aol.com 410 252-7851.

A fully rigged epsilon mast. Asking \$300

Dave Kirkpatrick - 10526.740@compuserve.com or phone at 401-0683-0960.

Vanguard has 2 sets of super deluxe molded jib sheet cleat brackets, and 4 sets of nice aluminum ones. If your outboard sheeting set up has made your jib cleating arrangement go astray, these things can get you back in business. \$25/set for the molded ones, \$15/set for the aluminum ones.

Vanguard Sailboats has 4 sets of brand new Proctor turnbuckle adjustment style spreaders, complete with length adjusters and turnbuckles. Anodized blue with lovely purple turnbuckles. Normally they sell for \$90/set, but we are cleaning out things that we no longer carry, so these cost \$50/set.

Ki Kaiser (c/o Kaiser, Jeanette jkaiser@ameritech.net); Day phone: 847-215-1050 X 5815; Evening phone: 847-234-8645.

Rapide combo trailer-dolly, like new \$600

Parker centerboard - (for back-up) \$200

Parker rudder - (for back-up) \$50

Main, like new North \$600

Jib, almost new \$200

Mast, bare Proctor Epsilon extrusion, tapered w/ head fitting \$300

Main, like new, Musto \$200

Tom Kivney, tom@louisagreen.com, Wk. 617-884-6820, Hm. 781-749-0617

New North Main bought in June 1997 and I got another new main in July 1997 so the main is virtually Brand new. \$ 300 and I will deliver via UPS in US.

Robbie Van Landingham (512)728-2684 o, (512)491-5372 h, Email - SeaLion17@aol.com

3 Harken Magic Boxes - 8:1, 5" travel. Excellent condition. \$30 each (all 3 for \$75). 1 Harken Magic Box - 8:1, 10" travel. Never used. \$45.

Eric at 415-921-3468 or e-mail: renoir@renoirinc.com.

Two Harken Magic boxes, 5" travel, 6:1 mechanical advantage, Max working load 300#, 1 inch sheave diameter; new in the original Harken packaging. Both boxes

continued next page...

for \$95 delivered anywhere in the US via Priority Mail.

Ali Meller, 703 414 4010 (o), 301 963 0159 (h), Email to alimeller@aol.com

Four Rapide Trailer wheel-and-tires: I have four Rapide wheels and (mounted) tires, the standard or smaller size. All wheels are inflated, all are worn; none are close to new. I have upgraded to the larger sized Rapide wheel and tire, and no longer need these. Free to a good home if you pay shipping and packing. These are four bolt wheels... same bolt spacing as a typical North American trailer hub, but requires thinner bolts. No guarantees, but I believe they will fit a Pronto trailer as well.

North Power chute, almost brand new, used in 5 light air races at '96 Worlds. Numbered 7200. No launcher patch. US \$460.

North Watermelon spinnaker, '93 NAs, white, used about 25 times. No launcher patch. US \$300 (save \$180) North current design chute. Polyester. Won '96 and '97 East Coast Championship. A very fast chute, still in very good condition. No launcher patch. \$300.

North jibs, various ages and conditions, various prices. North main, August 1997, D97, used in two light air pre-worlds races only Numbered 7200. Just like new! \$500.

1998 NORTH AMERICAN ANNUAL GENERAL MEETING AGENDA

I. Current Status of the Class

- A. President's Comments
- B. Vice President's Comments
- C. Secretary/Treasurers Comments and Treasury Report
- D. Regional Coordinators Comments

II. Election of Class Officers

- A. President - No nominations received as of 7/10/98
- B. Vice President (if needed) - no nominations received as of 7/10/98
- C. Measurer - Bruce Tilley nominated by Larry Tuttle

III. Growth & Promotion

- A. Sail Expo
- B. Fleet Promotion - Fleet Advertising Budget
- C. National Promotion
- D. Recruitment Issues

IV. Scheduling for 1999

- A. Future North American Championship Venues
 - 1. 1999 - Corpus Christi, TX - Mike Martin to deliver final proposal on behalf of Scott Mackay.
 - 2. 2000 - Santa Cruz event proposal by Bruce Edwards
 - 3. 2001-2002 - Canada, East Coast and California YC
- B. East Coast, West Coast Championships & Mid West Championships

V. North American Course Selection

VI. Review Regions Realignment / Review Current Fleet Captain Status

- A. Region Realignment
- B. Review Fleet Captain and Regional Coordinator Status
- C. Review Regional Contacts
- D. Review Regatta Turnout

VII. North American Ranking List - Ali Meller proposal

VIII. Online Membership Database

IX. Dave Cahn Trophy Nominations Reviewed

X. Review Honorary Member Status



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INTERNATIONAL 505 CLASS - RULES AND MEASUREMENT CIRCULAR

1. Window material

The International Rules Committee has ruled that the following material is acceptable for making the transparent panel in the 505 headsail for the purpose of Class Rule B-8.3.8:

+ Dimension/Polyant T725 reinforced monofilm X-ply Window Material. Materials with equivalent optical properties will also be accepted. For avoidance of doubt, it is suggested that sailmakers submit samples to the IRC for approval.



2. Measurement at Hyannis (NA Championship and World Championship 1998) Friday 18th September is scheduled for Hyannis Worlds check measurement. However, the intention is to undertake some Worlds check measurement on earlier days.

The International Measurer, Don O'Donnell, expects to be at Hyannis from Saturday 12th September onwards:

a) to set up and supervise the Worlds check measurement;

b) to undertake Class measurement of boats and sails (including reweighing of boats in accordance with Class Rule B-5.8); and

c) to assist policing the compliance with the rules during racing, and to undertake spot checks.

With the opportunity given by (b), it should be possible for everyone to comply fully with the class rules as regards measurement and certification (see also 'Reminders' below). Note that any measurement undertaken under (b) is under a private arrangement between owner and the measurer; a normal measurement fee will be chargeable, at Don's discretion.

3. Reminders for those going to Hyannis:

+ The owner, helmsman and crew must be members of the International Association.

+ All boats must have been measured and have valid measurement certificates. All boats must of course always race with the registered correctors in place. Class Rule B-5.8 will apply for any reweighing and adjustment of the corrector weight.

+ All sails presented for Worlds check measurement must have been measured and stamped by a class measurer. (Previous Regatta measurement is not sufficient.)

+ Mainsail check measurement of half and three-quarter height width will be undertaken by the method used at Gilleleje, i.e. using the luff measurement points at 3238 mm and 1619 mm from the head respectively. (A full explanation was given in the circular to National Secretaries dated 13th July 1997, "Mainsail Measuring".)

+ Personal buoyancy having a minimum buoyancy of 4.5 kg, a compass, and a towing line not less than 10 metres in length nor less than 6 mm in diameter will be required. Check that your personal buoyancy is adequate now!

Please circulate this to your members and sailmakers and measurers. Happy sailing

Rob Napier - Chairman, International Rules Committee

INTERNATIONAL 505 CLASS
Yacht Racing Association

505 MEASUREMENT CERTIFICATE 505
certificat de jauge

WE CERTIFY THAT 505 No. 8624 NAME
nous certifions que le 505 No. name

HAS BEEN INSPECTED & MEASURED BY AN APPROVED MEASURER
a été inspecté et mesuré par un jaugeur agréé et jugé conforme à toutes
les

AND FOUND TO COMPLY IN ALL PARTICULARS
(EXCEPT AS LISTED BELOW)
règles de jauge (à l'exception des remarques ci-dessous mentionnées)

SAILING WEIGHT (complet) 127.9 Kg
CORRECTORS (plombs correctifs) WEIGHT (poids) 6 Kg

DEVIATIONS FROM RULES
éléments non conformes

DATE

Note:
This certificate is valid for the date of the boat's entry as the hull is concerned. All measurements are subject to rechecking and in circumstances, which or parts of any hull, and owners are responsible for seeing that changes done which put them outside the class's limits.
This certificate is valid for the date of the boat's entry as the hull is concerned. All measurements are subject to rechecking and in circumstances, which or parts of any hull, and owners are responsible for seeing that changes done which put them outside the class's limits.
Note:
This certificate is valid for the date of the boat's entry as the hull is concerned. All measurements are subject to rechecking and in circumstances, which or parts of any hull, and owners are responsible for seeing that changes done which put them outside the class's limits.

DO NOT REWEIGH BEFORE DATE 21/09/97
WEIGHT CHANGE Kg DATE
SIGNATURE *Don O'Donnell*

Do you have yours??? Contact Larry Tuttle or Chris Thorne for details

GEAR TIPS

SMART RATCHETS

This past weekend I had a chance to try out some of those Smart Ratchet blocks. Wow! My only question is why did it take all the manufactures so long to come up with this idea. Auto ratchet blocks are made by several manufacturers however the ones I am using are the new Smart Ratchets by Ronstan. Needless to say I was impressed. They are smaller and lighter than most ratchet blocks, which make them Ideal for dingy sailing. I am not sure why but they seem to grip the line slightly better than my old blocks which makes the sheets easier to hold on to. The "Smart" part is that the ratchet only engages when the line is highly loaded, so when the load is small, there is no ratchet and the line eases out with practically no resistance. The feature that sets the Ronstan Smart Ratchets apart from the other auto ratchets is the ability to adjust how much force is needed to engage the ratchet. This is a nice option because different applications require the ratchet engage at different loads. For example, a big strong crew would want the ratchet function for a spinnaker sheet to engage at a higher load than for the mainsheet of a wimpy skipper. Canadian Rich Mondel also uses Smart Ratchets and says "They are great, they are on when you want them on and off when you want them off." I would recommend getting some of these Smart Ratchets for your spinnaker sheets. We all know how bad it is when you head up to a tight reach with the ratchets off, or are what a pain it is to be on a light air run with them on. The simple fact of never having to deal with either of these situations ever again is enough to sell me. You can get Smart Ratchets from all Ronstan retailers including West Marine Products stores or mail order them from Layline.

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10. All over spinnaker pole and on side of mast to make launching pole easier.
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7. On centerboard to shed weeds and kelp. (CAUTION! If you capsizes often this is not recommended because the board will be too slippery to stand on.)
6. On head of centerboard so you can adjust sweep while sailing upwind.
5. On top batten to make batten flip easier.
4. On mainsail boltrope to make main go up easier.
3. In mast track to make main go up easier.
2. All over Spinnaker Launcher Tube to make chute go in and out easier.
1. All over you to get across the boat faster in tacks

30 YEARS IN A 505 - AN INTERVIEW WITH BARRY KUEHL

Interview by Jesse Falsone

In the past few years the 505 class has recruited dozens of post-college sailors to its ranks. This infusion of new blood has been tempered by the experience of many long-time 505 sailors who have been competitive for decades. Barry Kuehl is one of these sailors. Barry celebrates his 30th year in the 505 class in 1998. While many 505 sailors have reemerged from long withdraws, Barry has been with us continuously, quietly going about the business of racing and supporting the class mainly from behind the scenes. Undoubtedly, Barry has seen 'em come and seen 'em go. In this interview, Barry reflects on his colored past in the 505 class and offers some interesting insights into its future. The interview is longer than was intended, but Barry's enthusiasm on this subject couldn't be curtailed. As Barry aptly puts it, 'What else out there is better than the 505?'

JF: *This is your 30th year as a member of the 505 class. To what do you owe your longevity in the 505?*

BK: I can't count the number of times over the years I've been asked, "You STILL sailing 505s?" I usually reply the question with a question, "Is there anything else?" This is usually said in the most surly voice I can dig up (I didn't get to be overbearing very often). Most the time I've asked that question by past 505 sailors who have decided to sail something else. They would then tell me about their present boat and say I should try it out. Fifteen years ago, when I was younger, I would reply "Why bother?" - not very diplomatic! Now I just say that there is nothing more fun to me than sailing a 505, whether it's planing upwind, roaring down a reach with spinnaker up and the crew way back, riding on the hairy edge of staying in control (or crashing with a big burn), and yes, even the runs are fun. The end answer is there is nothing else like a 505.

JF: *Tell us how you first got involved in the 505.*

BK: My father had been racing Lightnings in the later 40's and 50's, so sailing was always a part of my life. In 1960 a group of parents at the Branford Yacht Club decided a junior program would be fun, so they bought a fleet of Blue Jays from a local boat builder. One batch were kit boats, mine

included, that were built in a work shed in back of Carl Miller's parents house. Another batch were pre-built and Mike Loeb got one of those. That was great. I learned sailing, and had a choice of the Blue Jay or Lightning depending on conditions or if I had a crew. Jump ahead a little to June 1965. I had just come home from my first year at South Kent, a boarding school (I wasn't a great scholar, or more like I didn't apply myself, so I needed added direction!) and was helping my parents open up our cottage in Branford for the summer. All of a sudden, I saw this sailboat rocketing out of the inner

"ALL OF A SUDDEN, I SAW THIS SAILBOAT ROCKETING OUT OF THE INNER BRANFORD HARBOR. I HAD NEVER SEEN ANYTHING LIKE IT IN MY LIFE! I WAS 15 AT THE TIME."

Branford Harbor. I had never seen anything like it in my life! I was 15 at the time. I ran in the house, grabbed the binoculars, ran back out and saw Carl Miller standing over the side of this boat (didn't know what trapezing was called at that

point) that had the numbers '505' on the sail. That was the beginning of the end for me. That was what I wanted. As it turned out, Carl's father had imported 3 fiberglass hull shells from a company that later became Butler 505s, and during the winter, had added wood tanks, deck, and wound up with 3 505s, numbers 1604, 1605 and 1606 as I remember. I watched Carl sail his 505 all summer long, drooling and dreaming. What a boat! A year later, July 1966, I was at work one day at our family pharmacy and the phone rang, "Barry, it's Carl Miller, we're having a 505 regatta in Branford this weekend, can you sail with me?" YES! Then he asked me how much I weighed, "125 pounds? Oh well, maybe it won't get windy!" Saturday morning arrived and

my mother drove me over to the launching ramp (yeah, I know it's embarrassing, but I didn't get my drivers license until 3 weeks AFTER my first ride in a 505). We sailed the regatta and I learned to trapeze. I was dumbstruck. For the next year, all I could think about were 505s, I wrote all the builders for info, I cut out what few articles I could find, and pestered my parents. In 1967, 3 articles appeared on 505s that were a big help. The first was in the Lands End catalogue, back when Lands End was the only spot you could

continued next page...



get dinghy parts, and their catalogue was all boat parts (Gary Comer hadn't yet figured out that the money was in clothing). In it was a 3-4 page spread of Ki Kaiser's Butler Mk III 505, which was an all fiberglass mass produced 505 that was a pretty good boat. The mast was stepped on the keelson, and had a below-deck mast bend preventer, a forerunner to the (Australian) ram that we know today. The next two articles appeared in One-Design magazine, one by a guy named Bob Smith, who had a column called "A boat is a boat" where he would sail various types of boats. Well, Bob Smith teamed up with John Marshall in John's new Larry Simmons 505 for Bermuda Race Week (again, Butler hulls finished by Larry in Southbridge, MA). They won, and the article was the best one he ever wrote (no bias from me of course). A little later that year, Dennis Surtees wrote an article on how to rig a 505. Now I knew what to order!

JF: *Tell us about the first 505 you owned.*

BK: By the fall of 1967, I really wanted a 505. Bill Healy and Sandy Van Zandt had just won the NA's in a Simmons, and it was for sale for \$1900 or so, complete as they were ordering a Parker. My parents were starting to give in, so my father called Bill Healy (they had raced Lightnings against each other for years) and chatted 505s. The end result was my father figured if Healy was buying a Parker because the Simmons was heavy (one of the few bad points against the Simmons), then it would be smart to do the same. So Thanksgiving vacation saw my deposit being mailed off to G. W. Parker & Sons, with forecast delivery of 6 months. The wait was endless. True to form, Parker's forecast was awful, and the boat finally arrived around September 20, 1968 - 2 weeks AFTER I had returned to prep school. Great! The boat was US 3194 and was obviously polyester. It had a Proctor E mast, through tank spinnaker sheets (thank you Dennis) and was a great boat. The boat cost about \$1900 delivered from Parker, and since that was before boats were shipped in containers, it had a shipping crate built around it (an extra 25 pounds sterling). Sails were from Van Zandt, a jib was around \$75, a main around \$200, and a spinnaker (with a full 20'

"THE END RESULT WAS THAT I HAD THE FIRST LINDSAY 505, 6246"

center seam) for around \$125. The trailer was \$125, and once we found a trapeze harness, bucket type, no back support, we were ready to go sailing. Remember, minimum wage at that time was about \$1.65, and an expensive gallon of gas was 27.9 cents! US 3194 is still being sailed a little bit out on the eastern end of Long Island (I keep bumping into people that know about that boat for some reason).

JF: *I've heard that you are on your 10th boat. That's one boat every three years! Why have you traded up so often?*

BK: That's right, I am on my 10th boat. The first two were Parkers, 3194, which I sold to Larry Rosenfeld to make way for 4857 in 1973 (I think). After I got out of college and had worked for a year, I was ready for boat #3. However, Parker wouldn't guarantee a boat down to 280lb all up. That was about the time Mark Lindsay began thinking about building

505s. The end result was that I had the first Lindsay 505, 6246. I sailed that boat for a couple of years, and then got 6666, Lindsay #11. This was one of the boats in the last batch of Parker hulls before Mark started building the complete boat. I later found out that Parker wasn't sending us their best hulls or hull shapes! In fact that batch was off an old mold because Lindsay boats were starting to win lots of races. Up until this point, all my boats had been polyester. I got 6246 in August 1976 and 6666 in the fall of 1978. Mark built about 30 boats in the next couple of years, most, if not all, epoxy and cored. I waited until the big rush was over, and ordered another boat, that was 7199. Although I got that boat in the spring of 1981, (all of Mark's boats came completely unrigged except for maybe the pieces of aluminum for the centerboard gaskets), I didn't get to start rigging that boat for awhile. Finally, Dave Dyson and I decided to sail the Mid-Winters that year. We drove down with a half-rigged boat, and were busy micro-pressing the shrouds to length at the skippers meeting. The adrenaline rush had a positive effect, however, as we won that regatta in a big way! Starting in about 1978, Mike Loeb, Steve Taylor and I were partners in a dinghy-oriented boat shop, Afterguard Marine. Mike and Steve were sailing FDs at the time, and our concern was that when we wanted a part for our boat, we wanted to make sure we could get it - the Lord know we never made any money at it! In 1984, I was approached by Macy Nelson, after he had come back from the Worlds, with the idea of looking into importing the Milanese & White (later Rondar) 505s from England. Mark was no longer building 505s, Larry Tuttle was out on the West Coast building his Waterats, and there was the thought that a reasonably priced boat would be a hit. I talked with Peter White, who was also the 505 World Champion in 1972, and we worked out a deal. The problem was that no one had ever seen one of their boats. So, in June 1985, I drove up to Ottawa, and met Peter and my new 505 (7823) on the tarmac at the airport. Back then, Ward Air would let you bring excess baggage with a round trip ticket, Peter's extra baggage just happened to be my boat and a Rapide trolley/trailer, a couple of extra masts, and a trolley for Kivney! Total shipping charge was about \$350! Not a bad deal. I sailed that boat for a year, although I held onto 7199 just in case I wasn't happy with the M&W. Well, I liked that boat, sold it, got another one, 7943, (although I was selling many 505s, M&W had great 420s, and they sold well), sold it and got 8059. While I sailed that boat, M&W became Rondar Boats, and they started their move to epoxy boats. End result was, in 1990, I got there 3rd epoxy boat, 8311. This was a great boat, it came in 8lbs under, and when I sold it in 1996, it was still 7lbs under. Originally, I had planned on that boat being my last 505, and 9th boat. In 1996, being a pharmacy owner, and not happy with the what I saw as the future of being a pharmacy owner, I decided to take really good deal from Stop & Shop. I sold them my store (a 73 year old family business started by my grandfather), and went to work for Stop & Shop. It was also about this time we found our Region as hosts for the 1998 Worlds, and with some extra cash in hand, I decided to go for boat

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CHAMPIONSHIP WINING CREW WORK – TIPS FROM THE TOP

Jesse Falsone

The 505 attracts top sailing talent, and not just to the skipper's position. Many noteworthy helmsmen in other classes sail the 505 as a crew because of the skill the position demands. Any experienced 505 helmsman will tell you that the single largest performance enhancement to a 505 campaign lies with the crew.

A 505 crew doesn't just trim the sails and hang on the wire. There are numerous other functions the crew must perform to achieve peak performance. Some of these functions are apparent and some are not. For the aspiring crews, achieving increasing levels of proficiency can be a daunting task, and some crews just don't know where or how to begin setting goals.

The best way to learn in the 505 is to get information from the experts – those individuals who consistently turn out strong performances year after year. The great thing about the 505 class is that this information is readily available from its membership. It doesn't matter if it's boat tuning or crew work, people at the top are always willing to help. In this article, four noteworthy sailors give thoughtful insights to the three most important traits of a 505 crew. The answers vary, but all should be heeded.

After reading the comments below, take notice that a common thread among all respondents is *Attitude*. The right attitude may mean keeping a sense of humor, communicating with your driver or remaining motivated. It may also mean respecting your partner and appreciating the skills and dedication they bring to the program. Another common trait that fits in with attitude is being *Team Oriented*. The 505 is truly a team boat that relies equally on the skipper and the crew to achieve the best results. The final common trait is sailing ability. Our respondents mention that *Tactical Ability* and *Driving Experience* are a few skills of a good sailor.

Dave Shelton, 505 8680 (Crews for Bruce Edwards)

Recent Results – 1st Richmond YC 505 Regatta, 1st 505 California Championship, 2nd Santa Cruz Spring Open, 2nd St. Francis Spring

1. *Driving Experience* - The first one would have to be experience in both ends of the boat. If I look at the people I think are great crews such as Mike Martin, Bruce Heckman, Peter Alarie and myself, we all have lots of time on the tiller as well. Time spent sailing even a Laser will help. You learn a bunch about fore and aft trim, when to roll the boat to steer it through a tack or gybe. I feel that if a skipper has to communicate as far as heel etc. its too late! A great crew is already hiking the boat down in a puff or moving aft and to leeward at the bottom mark to help turn the boat. If the skipper has to take his mind off driving or pulling the chute around to tell the crew to move bad things happen. Another point to touching the tiller is you develop a tactical sense you get to know what sort of information the skipper is

looking for and expects. I know on our boat and other top boats the crew does most of the tactical work leaving the skipper to make it go fast! One thing I know about the top crews... They would be some of the best skippers as well!!!

2. *Attitude* - A sense of humor! As bad as it may be at times, crewing on a 505 is way more fun then driving!

3. *Team Oriented* - The most important! A great teammate to sail with! One that appreciates your skill and hard work! One that brings you up on a bad day and keeps your ego under check on a great day! (that goes both ways!). A good beer and dinner goes along way to keep a crew happy! It's way more fun if you make it fun and you will do better in the end!

Allan Johnson, 505 8263 & 7200 (former crew for Ali Meller)

Recent Results – 7th 1997 505 Worlds, 8th 1997 505 Pre-Worlds

1. *Excellent Tactical Ability and Knowledge* - The first beat is the key to success in sailboat racing. The skipper needs to concentrate on boat speed and can add tactical advice, but the crew has a much better view and the time to make the most of tactical opportunities. What else are you going to do out there on the wire for thirty minutes? The Skipper should be doing the majority of tactics downwind.

2. *Balance/Agility/Boathandling* - The best teams make their gains at the starts, mark roundings and doing maneuvers. Most crews can learn the maneuvers with practice, but the balance and agility required to do these optimally is a natural skill. As a crew, there are huge demands for you to do your tasks perfectly and make up for the mistakes of your skipper. Beyond the maneuvers, there are subtle crew moves that can make large differences in performance (i.e. a well timed step forward on a 3 sail reach as you catch a wave). A lot of good crews have spent time windsurfing or surfing. Walking the rail on a reach draws from the same sensations.

3. *Excellent Communication Skills* - After Ali Meller was second at 93 NA's with Ethan Bixby, I asked him what differences there were between Ethan and myself. The answer was that Ethan talked a lot more and gave much more information and coaching. From that point forward, I have never shut up in the boat. If you are talking too much, the skipper will tell you. But tell the skipper how you think they are doing, that is occurring on the race course, what you want to do. We also talk a lot about maneuvers: This would be a typical discussion on tacking: AFJ: "Ali, we gotta get to the right side, there is a big puff over there, here come the leaders on port, I want to tack underneath them and lead them back..." AM: "uh...o.k." AFJ: "we are converging with the leader, but waves here, hold on...tacking in 3 boat lengths, nice flat spot, ready to tack?" AM: "Ready". I do my preparation then say "3,2,1" and the boat miraculously starts to turn....AFJ: "Good tack, but we are a little close, let's foot, go fast, ok, the boat is trucking, let's go back to point mode...." Praise the skipper when they do things well. a "Nice start",

continued next page...

or “We are flying right now, keep it up” can do great things.....

Mike Martin, 505 8266 & 7771 (Crews for Howard Hamlin)

Recent Results – 3rd 1997 505 Worlds, 3rd 1997 505 Worlds, 2nd 1996 Worlds, 1st 1996 NAs, 2nd 1997 NAs

In Southern California there is a bit of a crew shortage. Good drivers are a dime a dozen but a good crew is very difficult to find. As a result, we are always on the hunt for good crews. Our goal is to find crews that will be competitive at a worlds level, The following are our basic rules when looking for a crew.

1. *Size Does Matter* - Despite what some people will tell you, size is very important. With the standard American or European rig the crew must be at least 180 lb. or you will be slow in the breeze. The perfect crew size for the average 160 lb. driver would be about 6’4” and 200 lb. I would say that this used to be smaller, but since wearing weight was made illegal you need bigger crew in breeze. Obviously this # varies depending on the size of the driver, and how much wind you normally sail in, but I think that this is the best size for all around conditions.

2. *Must Be a Good Sailor* - Unlike some other boats rail meat is just not good enough. In a 505 the crew must be at least as good if not a better sailor than the driver. The best situation is where the driver drives, and the crew calls the majority of the tactics. This requires the crew to be knowledgeable enough to guide the driver on where to go. The more the driver can concentrate on making the boat go fast the better, and the faster the boat is going then the easier it is to call tactics. Boat speed is also a responsibility of the crew. Steering the boat with weight is crucial to top boat speed. The crew must have enough time steering boats to know what is fast and what is not, and how the boat will react to his every movement. Stealing top sailors from the local laser fleet is good because these people are usually physically fit, the right size, used to calling there own tactics, and know how to make a boat go fast.

3. *Motivated and Team Oriented* - In order to be a successful team, both partners have to have the same motivation level. To often you see a driver - owner who is trying to do the whole program and then find anyone to show up and hang from the wire for the weekend regattas. This just wont work at the top. For a program to be successful both members have to be equally committed and be willing contribute to the program in whatever way that they can. The ideal crew is actively thinking what he can do to improve the program on and off the water. There is no “I” in “crew” or “team” (but there is in “driver” and “skipper” which may explain a lot of things).

Peter Alarie, 505 7318 (Crews for Mike Zani)

Recent Results – 1st 1997 NAs, 1st 1997 Midwinters, 2nd 1998 Midwinters

Tough to categorize, but here are some thoughts:

1. *Tactical Skill* - Easily the most important skill to have. If you can sail your half of the boat and look around to call the shots, then the skipper is free to focus on boatspeed and other concerns. Also you have a much better view of the course and the boats around you, so deciding whereto go is easier for a skilled crew.

2. *Team Attitude* - Realizing that you are a vital part of the boat and working hard to improve the skills that you bring to the program will lead to quantum leaps and bounds in sailing performance. With this attitude by both sailors in the boat, as a team you will add up to much greater than the sum of your individual skills.

3. *Commitment* - You have to start somewhere, so get out and begin the process of becoming a kick ass crew. Even after too many years to count, I am getting better every time I sail, so don’t be afraid to get out on the wire and learn.

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FLEET NEWS

505 CAL-NEWS - JUNE 20TH, 1998

Getting to the Worlds: West Coast Sealand Container Qualifier Series:

With 4 of the 6 regattas done the series is still wide open. The last 2 regattas are at St. Francis YC on June 27th and 28th and the High Sierra Regatta on July 11th and 12th. Attached are the entry forms and regatta information for both regattas. Also, attached is the entry form for the ABYC 4th of July regatta for anyone that wants to attend. See the current results later in this issue!!

Upcoming Dates:

St. Francis Yacht Club, June 27th/28th,

4th of July, Alamitos Bay YC, contact Mike Martin to confirm.

High Sierra Regatta, July 11th/12th

August 8th/9th, SCYC Shreadfest.

Cyberspace:

Another reminder, the California Fleet is rapidly doing most of our communication via Email. We would like to eliminate printed news altogether (its expensive, slow, and a general pain in the rear to get together). Soooo, if you have an Email address, make sure I have it. If you don't either get one, or find a friend that can print the messages for you.



'98 West Coast Container Qualifier Series

| Ranking | Team | Sail # | Hi Per | | SCYC | | RYC | | ABYC | | Total |
|---------|----------------------------------|--------|--------|------|-------|------|-------|------|-------|------|-------|
| | | | Place | Pts. | Place | Pts. | Place | Pts. | Place | Pts. | |
| 1 | Bruce Edwards / David Shelton | 8680 | 1 | 60 | 2 | 63 | 1 | 63 | 6 | 56 | 242 |
| 2 | Robin Brown / Rich Mondel | 8681 | 7 | 54 | 7 | 58 | 4 | 60 | 2 | 60 | 232 |
| 3 | Nick Adamson / Ben Benjamin | 8266 | 8 | 53 | 5 | 60 | 6 | 58 | 3 | 59 | 230 |
| 4 | Alan Norman / E Ablow / L Tuttle | 7873 | 9 | 52 | 6 | 59 | 3 | 61 | 5 | 57 | 229 |
| 5 | Eric Willis / Wendy Herzberg | 6983 | 10 | 51 | 13 | 52 | 12 | 52 | 10 | 52 | 207 |
| 6 | Howard Hamlin / Mike Martin | 7771 | 2 | 59 | 1 | 64 | dnc | 0 | 1 | 61 | 184 |
| 7 | Bruce Tilley / Paul Kerner | 8411 | 6 | 55 | 8 | 57 | 8 | 56 | dnc | 0 | 168 |
| 8 | Matt Sanders/ Brian Largay | 7096 | dnc | 0 | 12 | 53 | 5 | 59 | 12 | 50 | 162 |
| 9 | Ashley Tobin / Jim Watters | 6932 | dnc | 0 | 14 | 51 | 13 | 51 | 11 | 51 | 153 |
| 10 | Jeff Miller / Jim Maloney | 7875 | dnc | 0 | 3 | 62 | 2 | 62 | dnc | 0 | 124 |
| 11 | Rob Waterman / Steve Flam | 8084 | 5 | 56 | dnc | 0 | dnc | 0 | 4 | 58 | 114 |
| 12 | Steve Anderes / Bruce Flemming | 6877 | dnc | 0 | 9 | 56 | 10 | 54 | dnc | 0 | 110 |
| 13 | Bob Little/ Grahm Shelter | 7201 | 9 | 52 | dnc | 0 | 7 | 57 | dnc | 0 | 109 |
| 14 | Bob Noyes / Bill Beardsly | 8576 | dnc | 0 | dnc | 0 | 9 | 55 | 9 | 53 | 108 |
| 15 | Kirk Wilson / Doug Hagan | 8616 | dnc | 0 | 11 | 54 | 11 | 53 | dnc | 0 | 107 |
| 16 | Ted Norquist | 7039 | dnc | 0 | 15 | 50 | 14 | 50 | dnc | 0 | 100 |
| 17 | Steve Bartz / Andy Beekman | 8554 | dnc | 0 | 4 | 61 | dnc | 0 | dnc | 0 | 61 |
| 18 | Danny Thomson / Uli Coblenz | 6992 | 3 | 58 | dnc | 0 | dnc | 0 | dnc | 0 | 58 |
| 19 | Ali Meller / Alan Johnson | 7068 | 4 | 57 | dnc | 0 | dnc | 0 | dnc | 0 | 57 |
| 20 | Andy Beckman / ?? | 7068 | dnc | 0 | dnc | 0 | dnc | 0 | 7 | 55 | 55 |
| 21 | Craig Perez / Eric Chase | 7611 | dnc | 0 | 10 | 55 | dnc | 0 | dnc | 0 | 55 |
| 22 | Kevin Taugher | 8266 | dnc | 0 | dnc | 0 | dnc | 0 | 8 | 54 | 54 |

FLEET NEWS

505'S ALIVE AND WELL IN SANTA CRUZ

The 505 fleet in Santa Cruz has once again been recognized as an official club fleet and will be racing in the club's One-Design series in the Spring and Fall. Santa Cruz is absolutely the perfect place in the world for 505's, big breeze, big waves, and great weather. We just couldn't sit around and watch all those people sailing ULDBs and think they are the coolest things in the world, so its time to get the fleet rolling. We have over 10 boats in the local fleet now and we will have many boats from SF Bay committed to the series.

The dates for the Spring Series are in the Master Schedule on the Web Site and are April 16th, May 16th, June 20th, and July 25th. We may modify dates if they conflict with bigger West Coast events. The Sundays after the One-Designs we are planning to have clinics and tuning days. For More information contact Bruce Edwards at (408)-761-4211 / BruceEdw@aol.com or David Shelton at (408)-463-0800 or SheltonJ@ix.netcom.com.

PS - Last weekend Dave and I, in 16 knots of breeze, blew off a brand spankin new Santa Cruz 52 (Sailing Worlds 1997 Boat of the Year) on its maiden sail in our new Waterat USA 8680 (on our maiden sail) and the best thing was our boat, sails, and trailer cost less than the #1 and #2 on the 52.

Life is short, Sail 505's!!

Bruce Edwards

SHOW OFF YOUR FLEET

**SUBMIT
TO
TANK TALK.**

MAKE A DIFFERENCE!

Robin Brown with his new Waterat CAN 8681



A 'HOW TO' FOR PEOPLE LOOKING TO RUN A PROMOTIONAL EVENT

Sure everybody wants to be a rock star, sail seven days a week and score straight bullets at Hyannis this September. But most 505 sailors have to balance the incredible demands of work and family against getting a few precious hours on the water. Building a strong fleet, and a class with staying power, means catering to both the club level racer who will never get to a worlds and the top guys who are gunning for the rock stars.

At fleet 19 based just south of Annapolis, we have tried to find the right formula for success. It is no understatement that the future of our fleet depends on keeping all the guys energized, not just the few teams who travel to the major events. We have tried different approaches but a recent event provided some lessons in how best to keep local racing going strong, and we thought it would valuable to share the experience.

In late June, we ran a "one day 505 regatta." We had never done this before. Our local schedule is defined by the all-weekend, all consuming two-day regatta. Last year, many guys complained that it was difficult to break away for a whole weekend. Wives, girlfriends and children do not necessarily share the same enthusiasm for racing that our fleet guys exhibit.



In addition, "club racing", a strong tradition in the 1970s, had been given up for dead at West River Sailing Club, where we are based, and many local racers wanted a way to do some sailing that was a little more relaxed than the regular local events. Another problem with our events is that they have lacked a strong social component. Usually guys come in from racing, have a beer, and run home.

Our fleet was becoming increasingly atomized, and we realized that the lack of social cohesion also threatened the viability of our group. Finally, we needed an organized forum to introduce new blood into the fleet. In the past, a lot of this work had been done (quite effectively, we should add) through the work of Ali Meller and former fleet captain Allan Johnson on an ad hoc basis.

Ali and Allan did an incredible job getting people into the boat. But we wanted to supplement their work, and put a structure in place that would not be dependent on a few people. So we used the event as a kind of open house to recruit new people and switch crews in and out of boats to expose the new guys to a variety of boats.

The event achieved all our major goals. Barney Harris organized a BBQ after racing. It was well attended and knocked down the long established assumption that folks don't hang

around after racing. He assigned dishes to crews pot luck style, which gave everyone a sense of ownership in the event.

We attracted four new people to 505 sailing, two of which stuck around to practice on Sunday. We made a point of going over the basic before racing to make sure the new guys did not get in the boat cold. Ali covered basic rigging and tuning and how to get out on the wire. Jesse Falsone gave a talk about what to do in the event of capsized.

We ran four 40 minute races in a 10-15 knot westerly. Eleven local boats showed, including one sailor who had not been to a 505 event in years. After racing, we ran a debriefing session for the new guys and followed up by hooking them up with owners and talking up sailing on the East Coast this summer, including the ECC in Hyannis and the worlds.

Lessons learned: 1) Organization is everything. We started publicizing the event months

in advance, and had a system in place for switching people into boats before the event kicked off. We gave the recruits packages of promotional material. 2) Don't rely on e-mail alone. Our experience is most people hit the delete key, or simply don't take in what they are reading on the screen. We did a mail-

ing a few weeks before and followed up with phone calls. 3) Delegate. It sounds obvious, but too often one person takes on the burden of running the fleet. Assigning tasks to different sailors gets people more invested. 4) Better than an open house. West River runs an open house each year to attract members, but the bulk of the members who come down are entry level sailors. Having our own event gave us a much better focus.

Things We Will Do Differently: We should have run some video of the day for playback at the BBQ. We also should have taken some stills, and handed the prints out to the new guys, and some of the veterans to get people pumped.

In addition, we have a long standing problem with our all-volunteer race committees. They put in a great effort, but do not usually understand the demands of 505s. We are putting a system in place to make sure we sit down with race committees in the future and go over a checklist (i.e. how we want the reach mark set).

In the end, the event energized not only the fleet but the fleet leaders and got us psyched to do more. We are running two organized practices in July, and, of course, will be sending a strong team to the worlds. Oh, and we plan to add two more one day events to the schedule next year.

Allan Freedman, Fleet 19 Captain, West River Sailing Club

#10, 8641, another Rondar. We jokingly call this boat 'Thank you Stop & Shop'. This is the sweetest boat of all, not to mention that it took about 15lbs of lead to get up to 280lb. As I turn 49 in November, I'm pretty sure this WILL be my last 505!

JF: How did you handle sailing the 505 with family obligations?

BK: When I was young, the 505 was the center of my world. Everything else we did revolved around our 505s - school, work, family, and girlfriends. However, the 505 almost always won! I remember one girlfriend of 2 years saying to me that she wouldn't take a backseat to a boat. That was 2 weeks after I had picked up 7199 from Mark's shop, and 6666 was still in the garage. Needless to say, we didn't make it to 2 years and 2 months. I did finally get married in 1982 to my college girlfriend, Sandy. She was about the only woman I

THE PEOPLE SAILING 505S IN THE LATE 60'S AND EARLY 70'S WERE EXCELLENT SAILORS, BUT WHAT HAS HAPPENED IS THE WHOLE LEVEL OF SAILING HAS INCREASED DRAMATICALLY SINCE THAT TIME.

knew who didn't feel threatened by my boat. I got married on a Sunday, and the following Thursday, with Sandy staying home, Tommy Olson and I left for CORK for 10 days. What a great honeymoon! In the first few years of marriage, I was sailing more than ever, frostbiting Lasers and later a Laser II in Essex from October through early December, then Dyer Dhows in Milford through the end of February, and finally back to Essex through early May. Then came the 505 season, it was great! In March 1986, my daughter Lauren was born. No matter what people tell you about how your life will change after having a child, don't believe them. THEY CAN'T COME CLOSE ENOUGH TO THE TRUTH! If you multiply it by 100, then maybe! I had to start trimming my sailing time, and think about real family vacations, instead of all vacation time going to 505 racing. We were able to combine the 2 from time to time, like the NA's in Los Angeles in 1988. In 1990, my daughter Amanda was born. Fifty percent more work you figure - WRONG! Try four times the work. A little less sailing now, pretty much all 505 only. About 4 years later, Sandy and I decided to get divorced. Did sailing have anything to do with it? Probably not, but the sailing and my friends in the class sure made it a lot more bearable. We did have a rather odd divorce - we didn't fight over anything, and we share the girls depending on our work schedule. So far, it appears to have worked, and the girls, now 8 & 12, have adjusted to our strange schedule.

JF: How does the competition 20 or 30 years ago stack up with the competition today?

BK: One thing the 505 class has always been blessed with is a very high caliber of sailors. Unlike the junior boats, where mom and dad enroll the kid in a program, buy the boat, and make her/him take part, by the time somebody gets to sailing a 505, it is because they want to. Face it, unless you are already a collegiate All-American, when you start sailing

505s, the first experiences are rather humiliating and humbling. I have seen people come in, buy a boat, show up at a regatta or two, and then disappear because they didn't gain instant success. However, the majority hang with it long enough to start going well. The people sailing 505s in the late 60's and early 70's were excellent sailors, but what has happened is the whole level of sailing has increased dramatically since that time. A lot of that is due to what we learned back then. Remember, in 1969 the spinnaker launcher was just being tested, and no one had come up with the idea of spinnaker bags in the deck. So, the way we took our spinnaker down was to send the crew down to LEEWARD, and have him first grab the sheet, pull it in till he got to the spinnaker itself, gather up the foot, then the skipper would pull the boom in a little, release the halyard, and the poor crew would then pull the chute down in the area BETWEEN the vang and the seat tank/bulkhead area. Then, to add insult to injury, we would stow the spinnaker on a little mesh basket (it was only an inch deep) and pray it would stay put. If we hadn't capsized yet, we would then take the spinnaker pole off, hand it back to the SKIPPER who, while steering with one hand, would slide the pole out over the transom far enough so that the inboard end would clear the mainsheet traveler bar. He would then slide the pole forward to rest in the bilge of the boat until it was either needed again, or lost in a capsized! We didn't have spinnaker pole trolleys until the late 70's, and only in the last couple of years have we seen the real use of the pole launcher. Back then, we all had an idea about windshifts, and the better sailors even knew that you might have an oscillating breeze occurring in a persistent shift. But, our compass might be a pair on Suunto Tactical Juniors mounted just forward of the helm's position, in a spot where no one could look down to see it. Why? Because the compass was only 1.75" across! Seemed

... SHE WAS A THIN BLONDE, AND HE WAS A 6' 6" VERSION OF JESUS CHRIST

hot then - seems silly now!

What I am trying to say is that we had the highest level of competition back then, like we do now. It's just now, we know so much more about what we are doing. I am convinced that if we took our current knowledge and one of our modern boats back to the 1971 World's at Santa Cruz, the Farrant brothers (the winners) wouldn't have known what hit them. I'm not saying our current champion here, I mean the mid-fleet guy going back in time.

JF: Who were the rock stars in the US 30 years ago?

BK: I got into the class just as John Marshall was leaving and Bill Healy and Sandy Van Zandt co-skipped to win the NA's in Marblehead (1967). The next few years were pretty well owned by Dennis Surtees from Palo Alto, at least when it came to the NA's. In New England, Roger & Nancy Hearn, Bill Pevear & Pete Bevins, Healy and Van Zandt (now each sailing their own boats), and Bill Salvo were leading the way. That was when we used to get 40 boats at a regional regatta. At one such regatta at East Greenwich, RI in 1971, we first

bumped into one couple that would alter 505 sailing as we know it. They had a new green hulled, yellow tanked Parker with a spinnaker launcher (about the first one in the country) with the Latin name 'Non Sequitor' on the transom, she was a thin blonde, and he was a 6' 6" version of Jesus Christ, and to make things more interesting, he had a cast on one leg up to his hip! Well, Sally (the crew) and Mark Lindsay finished 2nd at that regatta. You know the rest. Around other parts of the US at that time, Dave Zanks and Pete Wallio were hot in Virginia, Ki Kaiser and Graham Alexander in the mid west, and Rick Hewitt and David Court-Hampton from Canada all did well. I think you will also notice that some of these names are still very familiar.

JF: *Who have you sailed with?*

BK: This is probably the toughest to answer. I have probably sailed in a minimum of 250 505 regattas, not to mention fleet racing when we had our fleet in New Haven in the mid 70s. I have sailed with a LOT of people over the years, a REAL LOT! In no particular order, although somewhat chronological, Mike Loeb, Doug Gleason, Moose McClintock, Dave Penfield, Dave Dyson, Tommy Olson, Chris Field, Bill Pevear, Mike Mills, Gerard Kivney, Todd Johnson, Bruce Tilley, and my present crew, Frank Thompson. Obviously, I've missed about 200 plus other people, mostly due to my brain fade. There hasn't been a person that I didn't enjoy sailing with and that I didn't learn something from.

JF: *Have you ever held an office in the class?*

BK: Being one of those people with no confidence or ability in public speaking, I stayed away from being a class official. However, since the post of Regional Coordinator didn't require any public speaking, I was Regional Coordinator for New England from 1972, taking over from Bill Salvo, until 1997, when Tom Kivney took over.

JF: *In your opinion, what was the single best improvement to the boat since you began sailing the 505?*

BK: Originally, I thought this was a simple question, but instead of one improvement, I'm going to mention two as I think they are equal. The first deals with hull construction - not the old epoxy vs. polyester or carbon fiber vs. kevlar debate, but the use of coring in the manufacturing process. Both foam core and honeycomb cores have their advantages depending on who you talk to, but both provide near rock-hard bases for our boats today, and regardless of glue or type of cloth fiber used to make the boat, the boats are all going to be stiff, light and durable. This is a huge improvement from the non-cored boat era.

My original thought on this question was rig development. When I got my first boat, I had a 28lb Proctor E section. Bill Pevear, Tom Kivney and Roger Hearn were all using 18lb Dywer DM-1 rotating masts. Mike Loeb had a Proctor C rotating mast (probably the only one every built), and a lot of people were still using WOOD masts! The E was heavy so I went on to a rotating mast using Ian Bruce's Interna-

tional 14 mast, which at 19lb let my boat get down to minimum all up weight. After playing with rotating masts for a few years, we all migrated back to standard Proctor sections, first the Beta, and then finally to the D. Originally, it was thought that the D was strong enough to be used in the 505. Once people found the D, they started experimenting with differing stay, trapeze and spreader heights, then spreader lengths, and even angle of the spreaders. People also tried acid etching their E's to reduce weight aloft and it worked as long as the mast didn't spend too much time in the acid bath! We started to get away from the highfield lever (ask Kivney about that one) as the jib halyard adjuster, we got away from quadrant levers for shroud adjustment, and, thank God, we got away from the Proctor 12:1 Vang Drum. What this all boils down to is now we are able to easily adjust how our mast bends, when and where it bends, how the mast is raked, and how tight the shrouds are at any given moment. In 1969, we couldn't do any of that, and we didn't know we wanted to!

JF: *What is your most memorable 505 event and why?*

BK: Like most people, I remember the good times the best. Dave Dyson and I won the 1981 Mid-Winters in a new boat (7199) that we were still rigging as everyone was launching. We got out to the starting line as the 5 minute gun was going off, sailed down the line, started the race, and it wasn't until the 3rd race somebody (Mike Loeb) finally crossed our bow, and yeah, we won that race also. The other time that really sticks in my mind was Cork and the Canadian Nationals in 1977. I was sailing with Dave Penfield at the time. We had just won the 2nd race at Cork, and on the way in ran into a wind front, then sailed out of it. Dave wanted to hoist the chute, and I said "Dave, what about the wind behind us?" He replied "Don't worry about it, I can always take the chute down." With that the chute went up, as it was a run back to the Kingston Olympic Harbor. The next thing we knew, the wind had caught up to us, I was sitting on the transom, Dave was trapezing with his rear foot right next to me, the pole was on the headstay, and we were flying along at an incredible speed. John Pulverman and Duncan Skinner saw us coming, and hove to as we sailed by, they later told us they could see air between the hull and the AFT edge of the centerboard. THEN, the mast went. Dave hit the water, went down about 6 feet under and I got thrown clear up to the mast step area. I didn't see the mast go. Dave did and started gulping air. That was my most memorable ride in a 505, or anything else for that matter. After CORK, we went up to Ottawa for the Canadian Nationals, and we won. That made the broken mast seem worth while. When we got to the mid-winters later that year, Dave confessed to me that it was a good thing the mast broke, because there was NO WAY he was going to get the spinnaker down!

JF: *With 30 years of sailing the 505 under your belt, is there anyone in the past or present that you considered an*

**THE NEXT THING WE KNEW, THE WIND
HAD CAUGHT UP TO US, I WAS SITTING ON
THE TRANSDOM, ...**

"arch rival" on the racecourse (i.e. is there anyone you will go out of your way to beat)?

BK: Yep, I can think of two guys that I enjoy beating, although I can't say that I'm ahead in the win column. First, for years I've dragged myself to the windward mark, only to find Tom Kivney a boat ahead, or maybe a boat behind, but almost always there at about the same time. I met Tom for the first time in 1969 at a regatta in Essex. A few weeks later I went off to Marblehead for my first real away from home regatta, and somehow managed to be housed at Kivney's house. That was the weekend Mike Loeb came down with mono. Tom wasn't real happy with Mike's continued drop-

FINALLY, THE SECRET IS OUT ABOUT HOW GREAT THE 505 REALLY IS

ping of the toilet seat, and somehow, the vodka that was in my suitcase wound up in Mike's water glass. That's about the best story I can tell without totally embarrassing either Tom or myself, but you get the idea. We used to joke about sailing Frosty's, a little 6 foot frostbite boat, against each other on some secluded lake, figuring we would save some money and the end result would be about the same. Lately, Tom's been able to figure out how to spend more time in the boat without getting his wife Sally mad at him, so he is a bit further ahead now, although every once in a while we get him.

The other person I enjoy trying to beat is Mike Breton. I've been sailing against Mike since the early 80's. I beat him for awhile, then started to beat me later. Now with Mike sailing with his son Dylan, it depends on who has the luck factor as to how we wind up. Regardless of who beats who, both Mike and Tom have become close friends of mine due to sailing 505s, as have many other people over the years. Being able to see long time friends at regattas is almost as important as the racing, and that is why I keep coming back for more.

JF: *Who do you admire most in the 505 class and why?*

BK: Over the past 30 years, we have had an incredible group of talented people sailing 505s. I think the guys that I most admire are those that have won World Championships. Specifically, Steve Taylor and Dave Penfield, Steve Benjamin and Tucker Edmundson, and Cam Lewis (teamed up with Ethan Bixby one year and then Gary Knapp the next). None of these guys lucked into winning - they worked hard, they were talented sailor, and were largely responsible for the level of competition we have today. Of this group, Ethan and Cam are still sailing together and still pushing for that last ounce of speed. However, there are a large group of people that have been sailing 505s for a long time. They have done whatever they could to make the regattas, run the class, and try their best to get new people sailing 505s. There are too many names in this group to list, but without these guys, there would be no 505 class in the US. I rank these guys equal in admiration to the World Champions.

JF: *What is your opinion of the initiative to implement an asymmetrical chute to the 505?*

BK: I don't think much of that idea for several reasons. First, it appears we can't even get the class to gradually lower the all up weight of the boats because it will outdate older boats. Even if we only dropped a kilo every 3-4 years, there is concern people would have to buy new boats to stay competitive. Realistically speaking, the shape of the 505 foredeck and hull don't really lend themselves to easy rigging of an asymmetrical chute and it would be very expensive even it could be done. If you thought we had a lot of people complaining about a 2lb drop in weight every few years, just imagine the complaining we would get if we all had to rig our boats for an asymmetrical chute! That is a sure invitation to the death of our class. I'm also not convinced it would make the 505 a better boat. People are always commenting how the reaches are non-tactical parades, and that the run is the place where tactics (and luck) change the outcome of a race. What I've seen of classes with the achutes off the wind can be summed up as "if you ain't reaching, you ain't racing". I also don't think that the design of the 505 is a good platform for this type of spinnaker. I think it would overpower the hull, giving very little, if any, added performance under most conditions, ultimately making the boat less enjoyable to sail.

JF: *Has the recent class growth in the US been surprising to you?*

BK: No, we've been sitting on one of the best kept secrets

...THE 505 IS A TEAM BOAT IF THERE EVER WAS ONE

in the world. Finally, the secret is out about how great the 505 really is. In my obnoxious youth, I would admit that maybe the 505 wasn't for everybody, but then suggest suicide for those few poor souls. Being older, wiser and more mature now, all I would say is if you're not sailing a 505, you're missing out on a great experience. I think that the work the class has done over the past few years getting us visibility is paying off, and I hope that the people that have joined the class are here for the long term.

JF: *Where do you see the class going in the future with so many new designs to compete with?*

BK: There have always been, and there will always be newer types of boats to sail. Many of them will even try to compare themselves to the 505 when they try to sell themselves to the sailing world. The fact is, none of them are a 505. Look at the Lightning and Thistle. Both designs are older, and in our minds less high performance than the 505. However, the level of competition in these two classes is outstanding. Newer classes, including the 505, haven't bothered them, and I don't see newer classes bothering us. We may lose someone from time to time as they chase the Olympic dream, but other than the Aussie 18s, which I don't think any of us could keep upright, let alone sail without an incredible amount of practice, what else out there is better than a 505?

JF: *What do you expect the Hyannis Worlds to be like?*

continued page 31

REGATTA REPORTS

MAY ON THE BAY

Well, I'll have to say the Seabrook Sailing Club (Houston TX) folks put on another great regatta. I'm always impressed at how quickly courses can be set up and adjusted when the RC knows what it's doing. This must be a dinghy club, they even knew how to set up tight reaches!

Saturday started off well. Except for someone not remembering the start time (I guess it's better to be early than late in this case, besides setup was a whole lot more relaxed). Five 505's showed up to tackle the Bay in typical spring conditions, 80 F air, 75 F water, 10-15 K breeze.

Race one started in not quite trapezeing conditions with Addis/Arnold nailing the start and taking the early lead. Twilla/Tapley must have decided they had a speed advantage or something, because they gave the rest of the fleet a 3 minute head start. Addis/Arnold led at every mark, with Treadwell/Mackay hot on their heels. Jones/Jones, not to be out done, challenged for second at the last lee mark, but could not hold off Treadwell/Mackay on the rounding.

Race two started after a harbor lunch, with the thermal breeze kicking in (10-12K). Racing was tight with the lead changing a few times. Twilla/Tapley snapped a spin halyard on the second reach and retired for the rest of the day. In the end, Treadwell/Mackay squeaked it out over Addis/Arnold, followed by Jones/Jones and Goar/Debbie ?.

Race three saw the breeze lighten 1-2 knots. Again, Addis/Arnold nailed the start and lead at the first two marks. On the second reach, the hand of fate struck, Addis/Arnold lost their topping lift, and were promptly rolled by 1 (2?) boats. Then, to make matters worse, a 30 degree windshift blew in, locking the boats in a parade and sealing the finish; Treadwell/Mackay, Jones/Jones, Addis/Arnold, Goar/Debbie.

Sunday dawn brought a light offshore breeze. After two failed sequences (this should have been a warning!) the race was underway. Beat 1 was pockmarked with huge holes. The first reach turned into a drifting match, the first boat to realize the wind had shifted to a beat was ahead, but then you had to find the zephyrs. The second reach again turned into a beat as the wind clocked 180. Addis/Arnold were heavily challenged by Goar/Debbie, until the sea breeze came up when they ran away. Treadwell/Mackay, not wanting to run away with the regatta, found every hole and non wind lane, to give the leaders

a leg lead by the third mark. As the breeze came up, however, Treadwell/Mackay motored through the fleet, finally challenging for second at the last mark. Twilla/Tapley, forgetting it was going to be a downwind finish, decided to sail to the mark, freeing Treadwell/Mackay to charge to the finish and take the regatta by one point!

Race five was never started due to time limits.

Again, thanks to Seabrook Sailing Club for a great event, see you again in the fall!

Scott Mackay

| PL | SAIL# | SKIPPER/CREW | R1 | R2 | R3 | R4 | TTL |
|----|-------|------------------|----|-----|-----|----|-----|
| 1 | 7606 | TREADWELL/MACKAY | 2 | 1 | 1 | 2 | 6 |
| 2 | 7151 | ADDIS/ARNOLD | 1 | 2 | 3 | 1 | 7 |
| 3 | 8011 | JONES/JONES | 3 | 3 | 2 | 3 | 11 |
| 4 | 4165 | GOAR/DEBBIE | 5 | 4 | 4 | 4 | 17 |
| 5 | 7772 | TWILLA/TAPLEY | 4 | DNF | DNS | 5 | 21 |

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REGATTA REPORTS

TEAM McLUBE WINS SANTA CRUZ SPRING OPEN REGATTA. APRIL 25-26

This past weekend fifteen 505s had the pleasure of sailing in Santa Cruz. Although we did not get the big breeze that Santa Cruz is famous for, we did get a good variety of wind which resulted in some very tight racing. The races were run by Guerrilla race management. If you have never sailed in Santa Cruz you would be amazed at the race committee work of Dave Wahle. When you sail out in the morning the marks are all perfectly set, but not lined up with the wind direction. As you sail around before the start the wind shifts around and at the start the wind has perfectly lined up with Dave's course. At the end of the day the wind starts to die and become fluky, but just before the racing becomes bogus there is Dave with a short-ened course flag and a finish line set up. Oh yea, and he does this all with only 2 boats and 4 people. The best part is that if something did happen to go wrong, nobody complains since Snivelling is expressly banned in the Sailing Instructions.

The Racing

We had three races on Saturday with light to medium air in the first and last races and good steady breeze in the middle race. There was very tight racing with a different leader at the first weather mark of every race. However Mike and Howard of Team McLube managed to be in the lead at the finish of each race. The California State Champions Dave Shelton and Bruce Edwards were often the early race leaders, and finished the day with a 2,2,3. Also in the hunt with a 3,3,2 was the new team of old veterans, Jim Maloney taking the place of the recently retired Bruce Heckman and sailing with Jeff Miller. Keep an eye on this team they could be dangerous in upcoming events.

Sunday we had two races in light to medium wind. The days\$B!G(B first race was lead at every mark by Team McLube. With Jim and Jeff 2nd and Steve Bartz and newcomer-collage rock star Andy Beckman in 3rd. The days\$B!G(B second race was a gruelling battle. Jim and Jeff lead most of the race followed tightly by Canadians Rich Mondel & 1995 North American Champion Robin Brown. Team McLube made big moves on the run to take the lead at the leeward mark with Dave and Bruce close behind. Up the final beat

Scores (in Santa Cruz fashion of first names only)

| PLACE | BOAT NAME | CREW / DRIVER | FINISHES | TOTAL |
|-------|-----------------|---------------|-------------------|-------|
| 1 | TEAM McLUBE | MIKE / HOWARD | 1,1,1,1,1 | 5 |
| 2 | VIVA GOADTITAS | DAVE / BRUCE | 2,2,3,4,3 | 14 |
| 3 | | JIM / JEFF | 3,3,2,2,5 | 15 |
| 4 | | STEVE / ANDY | 4,7,8,3,4 | 26 |
| 5 | ROAD RASH | BEN / NICK | 7,6,7,6,2 | 28 |
| 6 | | ALAN / LARRY | 6,4,4,8,8 | 30 |
| 7 | DOG LIPS II | RICH / ROBIN | 5,9,6,5,6 | 31 |
| 8 | | BRUCE / PAUL | 8,5,5,9,7 | 34 |
| 9 | | BRUCE / STEVE | 9,13,9,10,9 | 50 |
| 10 | MAKE MY DAY | ERICH / CRAIG | 10,8,11,14,13 | 56 |
| 11 | | KIRK / DOUG | 11,13,DNC,13,10 | 63 |
| 12 | PUNISHMENT PONY | MATT / BRIAN | DNC,DNC,DNC,7,DNC | 71 |
| 13 | | WENDY / ERIC | DNC,DNC,DNC,12,11 | 71 |
| 14 | | JIM / ASHLEY | DNC,DNC,DNC,11,12 | 71 |
| 15 | | TED / CRAIG | 13,13, DNC,15,14 | 71 |

Team McLube managed to stay just ahead of Ben Benjamin and 1992 Laser Olympian Nick Adamson who hit the shifts perfectly up the last beat to take 2nd. Sundays race 3 was started, lead by Ben and Nick, then Mike and Howard, then Jim and Jeff, and then abandoned when the wind dies literally to Zero. It is amazing how poorly sailboats work in absolutely no wind.

Extra Curricular Activities

After Racing on Sunday, we all got together One hour after hitting the dock for a race debriefing. Where we all talked about what we thought was and was not working with speed and tactics. It seemed very helpful to everyone and we hope to make it a regular event on the Saturday of every event. After the Debriefing, most of the gang went out to dinner across the harbour. Later the young bucks went out on the town to celebrate Ben Benjamin's\$B!G(B 24th Birthday and feed him shots of Tequila, Wild Turkey, Kamikazes, and Jagermister, all chased with Rum and Cokes. (Ouch!) The awards Ceremony on Sunday was a bit different than most. The Trophies that were generously donated by Bruce Edwards and West Marine Products were handed out by lottery. Each Competitor has their name in a hat and the names are picked by random drawing for the prizes. Lots of small prizes were given away, but the big winners were Rich Mondel, and Bruce Tilley who scored big heavy-duty duffel bags.

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REGATTA REPORTS

WRSC SPRING REGATTA APRIL 25-26

West River Spring, the traditional season opener for 505 fleet 19, has a reputation for unpredictability. Some years it blows like hell. Other years, racers are bummed out by too much tank sitting time and keep praying for a little time on the wire. This year, the two day regatta was pretty close to ideal, with strong nearly 30 knot breezes on day one and lighter 5-12 knot conditions on day two. The 10-boat fleet, including a solid showing from local fleet 19, included some impressive resumes.

Ethan Bixby made the very long drive from his homeport in St. Petersburg, Fla., so he could sail with Cam Lewis. Lewis was on a stopover in the area between legs of the Whitbread race. (West River Spring was one week earlier than usual to avoid the hoopla surrounding the Whitbread set to start off Annapolis on May 3). Racers Tim Collins and Bill Smith dropped in as well before heading up to New England for the summer. Gary Bodie also made an appearance, driving Barney Harris's boat with Jesse Falsone on the wire. No one could say for sure where Barney had gone for the weekend. "Some work thing or something," according to Jesse.

The ride out to the race course on day one seemed to hold the promise of a light air day and an easy transition into the season. But it was not to be. The breeze and the chop quickly built, making for some demanding sailing. In race one, for example, there was more breeze on the left near the approach to the mark, and boats that went hard left to get into the wind line got some dividends. The breeze tended to roll in at rather odd moments, like as soon as you rounded the windward mark and were getting set to do a jibe set. Macy Nelson and Monty Schumpert dumped in just such a blast on the downwind slide in race one.

The conditions also made for some epic and rather strange moments. Ali Meller, sailing with newcomer Clayton James, caused mouths to drop on the committee boat when he did a bag boat skipper douse, with Clayton driving from the wire. This was SOP for Ali (though a first for Clayton), but the RC was used to a more relaxed brand of sailing. It was reported that James had the look of fear during the turn of events. De la Rie and Freedman perfected the art of sailing without a rudder and asking the eternal question, "When can we get a tow in. All this sitting around on the committee boat is making me seasick." Gusts to 28 knots were noted by nearby leadmines with instruments.

After racing, the fleet retired to the lawn of WRSC, engaged in its annual flag raising ceremony. The contrast of well dressed men and women and 505 racers in their wet suits added necessary flavor to the event. Day two lacked much of the drama of day one. The RC managed to get in three races, much to their credit, including the last one right under the two O'clock cutoff. The team of Ethan Bixby and Cam Lewis recorded five straight bullets, and picked up top honors. Though they were not usually in the lead early on,

they were in the lead when it mattered at the finish line. Following up in second, Collins and Smith recorded four seconds and a fourth to capture third, and Englert and Melton took third.

Allan Freedman

505'S AT RICHMOND YC

Well there it is! The third regatta of the west coast worlds qualifying series! Bruce and Dave pretty much dominated the regatta! Jeff Miller and Jim Wondoleck were the only ones to break up the no hitter with there win in the fourth race on Sunday morning. Ellen and Alan sailed a great series hanging in there in the breeze Saturday then putting on the burners Sunday in the lighter conditions. Doug Hagen and Kirk Wilson showed great form by getting a port tack start in race number two! Bob Little and Graham showed some big breeze wheels and almost beat the boys in blue to the weather mark! Race one would you believe almost 2 hours in 20 knots of wind? and they cut the course by 1/3! No short course sailing at RYC! Thanks to all the Out of towners for coming to the bay to play! Robin and Rich- Vancouver. Bob Noyes- Idaho. Bruce Tilley- LA. Bob and Graham-La-La land. Ben Benjerman- Humbolt CA. Jim Wondoleck-back from the dead!

David Shelton USA 8680

Results with one drop:

| PLACE | SKIPPER/CREW | R1 | R2 | R3 | R4 | R5 | TOTAL |
|-------|-----------------------------|----|----|----|----|----|-------|
| 1 | BRUCE EDWARDS/DAVID SHELTON | 1 | 1 | 1 | 2 | 1 | 4 |
| 2 | JEFF MILLER/JIM WONDOLECK | 2 | 2 | 2 | 1 | 2 | 7 |
| 3 | ELLEN ABLOW/ALAN NORMAN | 8 | 3 | 5 | 3 | 4 | 15 |
| 4 | ROBIN BROWN/RICH MEENDELL | 3 | 8 | 3 | 4 | 5 | 15 |
| 5 | BRYON LARGAY/MATT SANDERS | 4 | 4 | 7 | 5 | 7 | 20 |
| 6 | NICK ADAMSON/BEN BENJAMIN | 7 | 5 | 6 | 16 | 3 | 21 |
| 7 | BOB LITTLE/GRAHAM SHELTON | 5 | 6 | 4 | 7 | 8 | 22 |
| 8 | PAUL KERNER/BRUCE TILLEY | 6 | 7 | 16 | 9 | 6 | 28 |
| 9 | BOB NOYES/BILL BEARDLEE | 10 | 10 | 16 | 10 | 9 | 39 |
| 10 | STEVE ANDREAS/BRUCE FLEMING | 16 | 9 | 16 | 6 | 10 | 40 |
| 11 | DOUG HAGEN/KIRK WILSON | 16 | 11 | 8 | 11 | 11 | 41 |
| 12 | ERIC WILLIS/WENDY HERZBERG | 11 | 16 | 16 | 8 | 12 | 46 |
| 13 | ASHLEY TOBIN/JIM WALTERS | 9 | 16 | 16 | 16 | 16 | 54 |
| 14 | TED NORDQUIST/L. RICHARDSON | 16 | 16 | 16 | 16 | 16 | 60 |

1998 HOOVER REGATTA, MAY 9-10

Driving through squalls on the way to Columbus, Ohio, I felt that the weekend might be spent sitting in the clubhouse watching the rain. The skies were dark gray and the forecast was pessimistic. Oh well, at least I'll get some work done. Turns out that I got a lot done that weekend, but it concerned aggressive starts, tight mark roundings, and of course boat tweaking. Lots more fun than data analysis!

Eleven boats sailed the 1998 Hoover regatta. As always, there was lots of quality gearhead talk and help with boat rigging/tuning. The theme this year was "old folks with new boats". Phil Terman and Jim Tuten were sailing their recently-acquired Waterats and were downright intoxicated with new-boat-ness. Dave Stetson, with a predatory gleam in his eye, was prowling around in his rad Euro-style

REGATTA REPORTS

Rondar. It's amazing what a new boat can do for the disposition of these old codgers.

The emphasis was on having lots of short races on a variety of courses. The race committee only occasionally gave us the usual triangle-windward-leeward-windward. They also ran windward-leeward triangle, and two triangles with finish to windward. The courses

were sometimes run with marks to starboard as well as the usual rounding to port. Close attention had to be paid to the placards on the committee boat to avoid embarrassing wrong-way mark roundings. A big thanks goes to the Windmill fleet for smoothly managing such a diversity of course configurations. They kept us on our toes!

Against all odds, the sun came out on Saturday. Two races were sailed in the morning in around 10 knots of breeze. The usual suspects (Kaiser/Badtke and Alexander/Koenig) were at the front, trailed closely

by Stetson/Agrell and Tuten/Brown. After lunch, the wind became lighter and shifting gears became the name of the game. Those who could keep clear air, get to the puffs first, and accelerate out of roll tacks made out big. Newcomer Mike Kohn and I managed to sneak around Stetson and Tuten a couple of times to nail third place. After three races in the light stuff, the wind picked up to around seven knots for the remaining

two races. Several teams had by now shaken off the winter rust and were getting faster, resulting in more competitive starts and

tighter packs at the marks. Tereska and Adam Gesing started to move consistently towards the front, while Renka Gesing/Bob Alexander and Geoff Cashman/Perry Barclay see-sawed from back to front (and sometimes back again). At the end of the day, it was Alexander/Koenig and Kaiser/Badtke in a tight battle for the series lead.

That evening, Kate and Brian Annis put on a huge Italian dinner for the fleet. We settled back to watch videos of the day's action. The highlight was a near capsized by Dave and Mike -- they hit a perverse little header that instantly dropped Mike into the water. The crowd howled while Dave hung like wet laundry over the almost vertical rail of his boat. Why are the cameras always around when these things happen?

Sunday dawned with more sun and some real breeze. Three races were sailed as the wind built from 5-10 to around 15 with gusts in the 20-knot range. As the racing progressed, Cashman/Barclay improved dramatically. Barret Rhodes (at age 14)/ Andrew Gassman (age 26 but acts 14) also did well in the big air, and they were sailing a boat (Parker 4379) that was decades older than the rest of the fleet. I don't want to see the video from Sunday -- Mike and I wasted some quality racing time while inspecting the centerboard and appreciating the graceful lines of our (up-side-down) hull.

Graham Alexander/Mark Koenig pulled off the series win, but close runner-up Ki Kaiser will have his new Rondar by the next regatta. Will Graham have trouble sleeping over the next few weeks?

Michael Goldstein

1998 Hoover regatta scoring with two throw-outs:

| PLACE | SKIPPER/CREW | SAIL# | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | R10 |
|-------|---|-------|-----|-----|-----|-----|----|----|-----|----|----|-----|
| 1 | GRAHAM ALEXANDER/MARK KOENIG | 7685 | 1 | 1 | 1 | 2 | 2 | 1 | 2 | 1 | 1 | 3 |
| 2 | KI KAISER/JOHN BADTKE | 7684 | 2 | 2 | 2 | 1 | 3 | 2 | 1 | 2 | 3 | 1 |
| 3 | DAVE STETSON/MIKE AGRELL | 8624 | 4 | 3 | 7 | 5 | 1 | 4 | 3 | 4 | 2 | 8 |
| 4 | JIM TUTEN/ALAN BROWN/ BRIAN RICHMOND | 8265 | 3 | 6 | 5 | 4 | 5 | 5 | 5 | 6 | 6 | 4 |
| 5 | MIKE GOLDSTEIN/MIKE KOHN | 7356 | 5 | 4 | 3 | 3 | 9 | 7 | 6 | 7 | 11 | 10 |
| 6 | TERESKA GESING/ADAM GESING | 7605 | 8 | 7 | 9 | 7 | 4 | 3 | DSQ | 8 | 7 | 2 |
| 7 | BARRET RHOADS/ANDREW GASSMAN | 4379 | 6 | 5 | 6 | 6 | 8 | 6 | 9 | 5 | 5 | 11 |
| 8 | RENKA GESING/BOB ALEXANDER | 7857 | 7 | 8 | 4 | DSQ | 11 | 5 | 7 | 3 | 9 | 9 |
| 9 | GEOFF CASHMAN/PERRY BARCLAY | 6660 | 9 | 10 | 10 | 10 | 6 | 10 | 4 | 9 | 4 | 5 |
| 10 | PHIL TERMAN/SUE GILLE | 7347 | DNS | DNS | 8 | 8 | 7 | 11 | 10 | 10 | 8 | 6 |
| 11 | SANDY SCHIRMER/BRIAN ANNIS | 6663 | 10 | 9 | DNS | 11 | 10 | 8 | 8 | 11 | 10 | 7 |

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REGATTA REPORTS

ABYC MEMORIAL DAY REGATTA, MAY 23-24

Twelve teams from Vancouver to Southern California competed in the ABYC Memorial Day Regatta on Saturday the 23rd and Sunday the 24th of May in Long Beach California. This was a multi-class event which is good exposure since we were the biggest class. Matt and Bryan found out the drawbacks of multi-class events when rounding the leeward mark in 2nd place in race 1 some Idiot in a Nacra cat ran them down from behind and put a huge hole in the back quarter of the boat. They had to be towed in before the boat sank. (and Cat sailors wonder why they have a bad name) For everyone else the conditions were marginal trapezing on Saturday and full trapezing on Sunday. Mike and Howard sailed well with good speed to win almost every race. The only person to

ruin their perfect record was Andy Beckman and J.D. Hess. Andy was planning on sailing with Bruce Tilley but Bruce got sick on Friday and told Andy that he could not make it. Andy tracked down a boat and crew at the last minute and made it out to the races and sailed smart and fast to win race 6. The racing was very tight with overlaps at every mark and lots of positions changing on every leg. Other highlights included the return of Don Smith making a guest appearance with Bruce Edwards, and Pete Melvin crewing for Howard in race 3 while Mike was taking a test spin on Pete's new A-Cat and did not make it back in time for the start. The next event in the ranking system is St. Francis on June 27,28. See you all there.

Mike Martin

| PL | SAIL# | SKIPPER/CREW | CLUB | R1 | R2 | R3 | R4 | R5 | R6 | R7 | Tot |
|----|-------|----------------------------|-------|------|------|------|------|----|-----|-----|-----|
| 1 | 7771 | HOWARD HAMLIN/MIKE MARTIN | ABYC | 1 | 1 | 1 | 1 | 1 | (3) | 1 | 6 |
| 2 | 8681 | ROBIN BROWN/RICH MONDELL | KITSI | 2 | 3 | 3 | (13) | 2 | 2 | 2 | 14 |
| 3 | 84 | NICK ADAMSON/BEN BENJAMIN | BYC | 6 | 6 | 2 | 2 | 3 | (7) | 4 | 23 |
| 4 | 8084 | STEVE FLAM/ROB WATTERMAN | ABYC | 4 | 5 | 5 | 4 | 4 | 5 | (6) | 27 |
| 5 | 7873 | ELLEN ABLOW/ALAN NORMAN | RYC | 5 | 2 | 6 | 3 | 6 | 6 | (7) | 28 |
| 6 | 8680 | BRUCE EDWARDS/DON SMITH | ST.FY | 3 | 4 | 4 | (13) | 7 | 8 | 3 | 29 |
| 7 | 6992 | ANDY BECKMAN/JD HESS | NHYC | (9) | 9 | 8 | 7 | 5 | 1 | 9 | 39 |
| 8 | 8266 | KEVIN TAUGHER/TOM PAULLING | ABYC | 7 | 7 | 9 | (13) | 9 | 4 | 5 | 41 |
| 9 | 8576 | BOB NOYES/BILL BEARDSLEE | | 8 | 8 | (11) | 5 | 8 | 10 | 8 | 47 |
| 10 | 6983 | ERIC WILLIS/WENDY HERZBERG | | (11) | 10 | 7 | 8 | 11 | 9 | 10 | 55 |
| 11 | 6932 | ASHLEY TOBIN/JIM WATTERS | RYC | 10 | (11) | 10 | 6 | 10 | 11 | 11 | 58 |
| 12 | 7096 | BRYAN LARGAY/MATT SANDERS | HIGH | (13) | 13 | 13 | 13 | 13 | 13 | 13 | 78 |

WINDSOR TUNING REGATTA

Hi Midwest 505's. I say you, to the 18 US Midwest boat and probably 15 boats in Canada within 4 hours, who couldn't make it, YOU MISSED IT!!!! You had better quickly get with the 6 US Midwest and 2 Canadian boats who did and pump them for as much information as possible on what they learned. The knowledge and practice gained will soon get stored in their permanent memory, used rather unconsciously, and may be difficult to retrieve and relate to other people. you folks may see some spectacular increases in speed and boat handling.

Adam and Renka provided the club, race instruction, food and lodging for all 8 boats. Somehow they also provided magnificent weather with conditions from drifter, to planning to weather in chop. Before each > session on the water, a quick chalk talk outlined how things should be done and why, what drills were to be conducted, what tuning sessions in pairs were to be done, and lastly the short race format for that session. Initially this seemed like too much information to absorb and retain, but Adam's planning included a neat method of gathering on the water to relate again what the next drill or training was to be. It actually worked. I have only experienced such useful training sessions, which helped all the participants learn and practice what they were trying to learn, at a week long camp at Orillia with Ethan assisting.

Drills included continuously jibing around two marks located perpendicular to the wind direction

continued next page...

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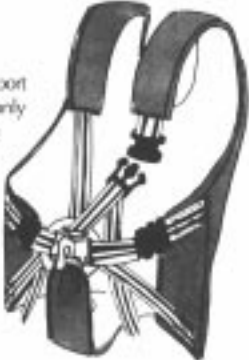
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about 30 yards apart. (When 8 boats are all doing it at the same time it felt more like 30 ft apart.) Another drill was repeating this but tacking around the marks. We also had sessions where everyone gets in reasonable line with clear air and everyone tacks on the whistle. The practice very visually pointed out which teams could do this well, and which teams need significantly more practice. This was later repeated jibing the spinnaker. Both these sessions pointed out crewing (both skipper and crew) problems and gear problems.

Some of the tuning drills involved matching up two boats and helping each other get up to speed on beating, reaching, and running. Individual help between pairs also included tacking and jibing and kite techniques. Ki and John, and Barret and Andrew, quickly demonstrated that old boats can be competitive. I think Barret is 10 years younger than his boat!! Match that guys. A number of us sailing were older than Barret when the 505 was designed. Match that! A number of new boats were also in evidence and they also showed major improvements during the two days with the intense tuning and boat handling.

Lastly, each session finished with some short races. By short, I mean short enough that a number of crews just got the kite up and pulling in time to jibe it or take it down. And this was with a bunch of puddle sailors used to sailing short courses. Both line and rabbit starts were used. A lot of people got at least two months of sailing experience condensed into two days. Learning curves were steep.

Gear and techniques were further discussed at the great barbie held at the club Sat night.

The Midwest owes a great debt to the Gesings for the really great event!!!!

Graham Alexander

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505 TEAM McLUBE SQUEAKS OUT A VICTORY AT ST FRANCIS REGATTA

Held over June 27 and 28 was the 5th of 6 events in the qualifier for shipping to the worlds. 15 teams competed in 6 races, 3 each day. Saturday morning had all the signs for a big blow. It fog line was at the bridge and the breeze was out of the west at about 10 knots. Unfortunately the wind did not fill in that hard until mid way through the last race. Saturday's races were sailed in this shifty spotty building breeze. The racing was very tight and starting and first beats were very important. In every race the leader at the first mark was able to extend their lead and win the race while everyone else fought it out in the pack. The smart and fast team of Jim Maloney and the illustrious Dr. Jeff Miller lead the day with a 1,2,1 over Team McLube's Mike Martin and Howard Hamlin with a 2,1,2. Rising Stars Ben Benjamin and Andy Beckman had a good day with a 3,4,4.

After sailing the gang all met in the St Francis bar to discuss the day of racing. Then off into town to try to find some dinner and straight women. Sunday was overcast and did not look promising, but the wind filled in at about 15 to 18 knots by the second race and made for some good racing. After being absent for day 1 Dave Shelton and Bruce Edwards lead race 4 followed by Mike and Howard. Until just after rounding the leeward mark Mike and Howard's rudder fell off causing quite a commotion as Mike was swimming around trying to put the rudder back on as other boats were rounding the leeward mark. Jim and Jeff went on to win the race with Dave and Bruce in 2nd. With only 2 races to go Jim and Jeff had a good lead. Mike and Howard had to win the last two races and put boats between them and Jim and Jeff. Some how they pulled it off finishing 1, 1 in the last two races with Dave and Bruce having a 2,2 and Jim and Jeff with a 3,3. The regatta was decided by a tie breaker with both teams having 3 first the Victory went to Team McLube having two seconds to Jim and Jeff's one.

Thanks to Matt and the St. Francis Yacht Club for running the event. Everyone had a good time especially John Bonds who entered the regatta sailing a laser and then filled in for Brian Largay on the Pony on Sunday. After sailing 505 for one day, John said simply "Oh, I get it now" I think that he is hooked.

| PLACE | CREW/DRIVER | FINISHES | TOTAL |
|-------------------------|----------------------------|-------------------|-------|
| 1 | MIKE MARTIN/HOWARD HAMLIN | 2,1,2,4,1,1 | 11 |
| 2 | JIM MALONEY/JEFF MILLER | 1,2,1,1,3,3 | 11 |
| 3 | BEN BENJAMIN/ANDY BECKMAN | 3,4,4,5,7,5 | 28 |
| 4 | RICH MUNDELL/ROBIN BROWN | 9,6,5,3,5,4 | 32 |
| 5 | ANDY ZINN/DAN THOMPSON | 6,5,3,8,4,8 | 34 |
| 6 | ROB WATERMAN/THAD LIEB | 5,7,8,7,10,6 | 43 |
| 7 | ALAN NORMAN/LARRY TUTTLE | 4,3,6,6,9,16 | 44 |
| 8 | MIKE SMITH/JOHN BACKSIN | 7,9,7,10,6,7 | 46 |
| 9 | DAVE SHELTON/BRUCE EDWARDS | 16,16,16,2,2,2 | 54 |
| 10 | MATT SANDERS/BRYAN LARGAY | 8,8,9,16,12,10 | 63 |
| 11 | BRUCE FLEMING/STEVE ANDERS | 10,10,11,11,13,11 | 66 |
| 12 | BILL BEARDSLY/BOB NOYES | 16,16,16,9,8,9 | 74 |
| 13 | PER JACOBSON/SCOTT SLATER | 11,16,10,12,11,16 | 76 |
| 14 | DAVID BYRON/ERIC WILLIS | 12,12,13,13,14,16 | 80 |
| 15 | KIRK WILSON/CHUCK ALLAN | 16,11,12,16,16,16 | 87 |
| DNS, DNF, DSQ, OCS = 16 | | | |

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505 Sail/hull number: _____

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

Thank you for your support!

BK: I think this is going to be a great regatta, and I am really looking forward to being there. Hyannis is a great spot to sail. There are enough outside activities for non-sailors to enjoy, and the chance to see 100 or more 505s blasting around Nantucket Sound should put a smile on all our faces!

JF: *Who do you favor to win the 1998 Worlds?*

BK: I haven't a clue. We have so many good sailors here in the US who have the ability to win, and yet there are an equal number of foreign sailors who can win. In the end, there will be one team just a

little more together and a little more lucky during that one

week. They will take the top trophy home with them.



JF: *Age old 505 question: who are the better sailors, drivers or crews?*

BK: What a loaded question! Of course I'm going to say the driver. No, not really, the 505 is a team boat if there ever was one. For every time the crew misses a shift, the skipper drops the mainsheet or slams a wave, the important thing to remember is that both are always trying their best. More importantly, we are all out there to have fun, because when it

stops being fun, it's time to rethink your reasons for sailing a 505.



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