

TANK TALK

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

Second Place!



Photo by Jesse Falsone

Fourth Place!



Photo by Jesse Falsone

The Winners!



Photo by Peter Danby

Seventh Place!



Fall '98

Photo by Jesse Falsone



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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

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:

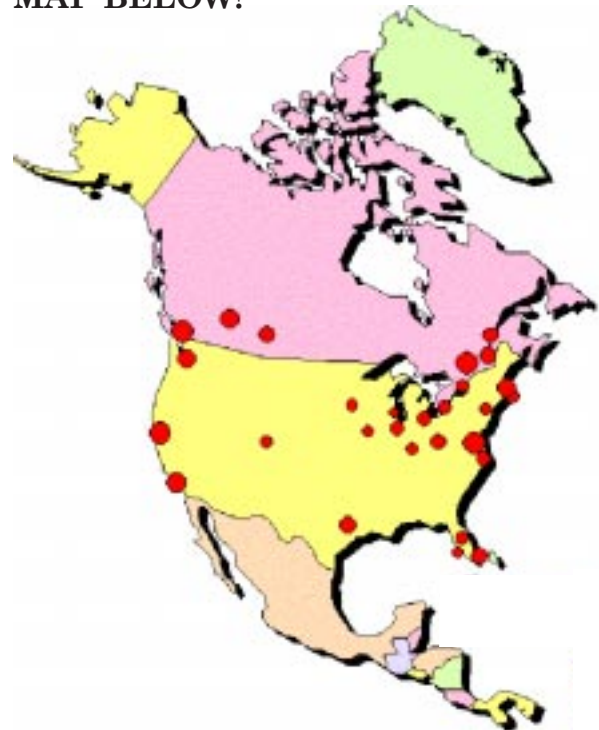
To: 505world-list@sailing.org
 Subject: (your choice)
 Message: (your choice)

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/>

WHERE ARE YOU ON THE WEB? FIND YOURSELF ON THE FLEET MAP BELOW!





NORTH AMERICAN REGATTA SCHEDULE

| <u>Date</u> | <u>Event</u> | <u>Venue</u> | <u>Contact</u> |
|------------------------|------------------------|----------------------------------|------------------------|
| <u>October</u> | | | |
| 3-4 | Fall Regatta | Oak Harbor, WA | Sue Athmann |
| 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 Inventational | Lake Lemon, Bloomington, Ind | Graham Alexander |
| <u>November</u> | | | |
| 21-22 | ABYC Turkey Day | ABYC, Long Beach, CA | Mike Martin |
| 1999 | | | |
| <u>January</u> | | | |
| 8-10 | Florida Midwinters | SPYC, St. Petersburg, FL | Ethan Bixby |
| <u>May</u> | | | |
| 31-5 | NA Championships | CCYC, Corpus Christi, TX | Scott Mackay |
| <u>July</u> | | | |
| 1-11 | 505 World Championship | Quiberon, France | French 505 Association |

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PRESIDENT'S LETTER FALL 98

Before I start I'd like to introduce myself. My name is Sol Marini and I was elected the American Section President. I am fairly new to the class (see Allan Johnson's Pumpkin Patch report from '96), and have had a great time so far, so I am looking forward to contributing to the 505 community, and getting to know the many members of the class that I have not met.

Like many of you, I was unable to sail at the Worlds in Hyannis, and I'd like to thank everyone who helped bring the Worlds to those of use who were unable to attend. It was great to be able to find out what had happened at the end of each day and keep up with the standings as it happened. I also want to congratulate all of the American teams who put on a spectacular performance in our own backyard.

In the time since I was elected, I have been working with the other officers and interested class members to set goals for the next year. The continued strength of the 505 class depends on efforts at both the local and national levels. For the people at the local level, the American Section should be a provider of tools and re-

sources. This includes videos, posters, pamphlets, guides and funds for promotional events, and anything else that will help bring new people into the class. It is my goal to make promotion at the grassroots level as easy as possible by providing materials and guidance, but it will still require effort from everyone if it is going to work. We should all be looking for opportunities get new people out for a sail to hook them on 505 sailing. It might mean taking a prospect for a sail at the end of the day when all you really want is that long shower, or taking a few minutes to write a story for Sailing World or your local paper about an event you've attended, or organizing a new sailor day with your local fleet, or helping run a stand at the local boat show. Whatever it is, everyone has a part to play in making the class stronger, and bringing in new members.

Of course once we have people hooked on the boat, the thing that keeps people active in the class is the quality of the sailing. To make the season more interesting, we are planning a "Grand Prix" series using 5 to 10 existing events, with an overall win-

ner for the season. The goal of having a series is to focus attention on top quality events, and to give people a reason for attending events they might not otherwise sail in. Also we are working on a ranking system that will include all 505 events, so you will soon be able to compare your finishes with your friendly rivals around the country. And we hope to help organize coaching for some events during the season.

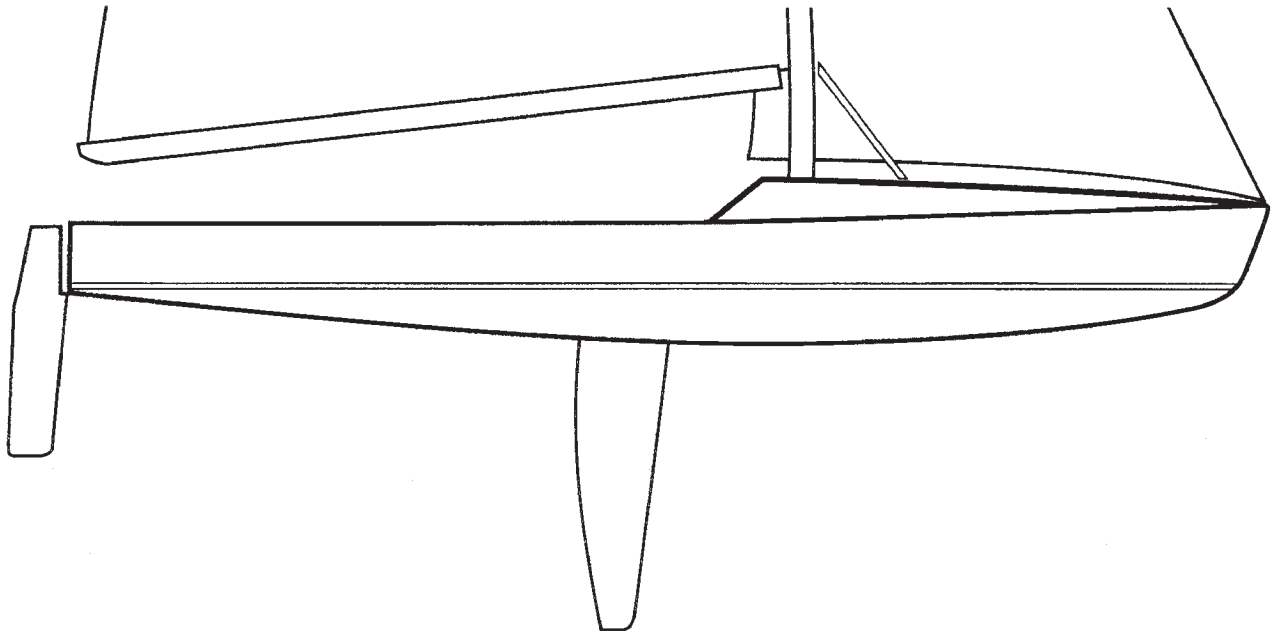
We have some great plans for the upcoming year, and they can only work with your help. So as this years season begins to wind down, it's time to think about how to make next season even better.

Happy Sailing and Stay Warm,



Sol

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SECRETARY NOTES:

Fellow 505 Sailors,
 After what seemed like an eternity of waiting and anticipation, the 1998 505 Worlds are finally over. What an event it was! The '98 Worlds lived up to all the hype. The weather, the sailing and the camaraderie were all superb. Many people don't really understand how much work goes into the planning and running of a regatta of this magnitude. Without question, it is a huge endeavor. There were literally dozens of individuals that played a vital role in this event. Specifically, I would like to thank Event Chairmen David Crawford, Information Director Joe Hoffman, RC Chairman Dave Penfield, Regatta Organizer Tom Kivney, Title Sponsor SeaLand, and the many members of the Hyannis Yacht Club.

Our new World Champions, Nick Trotman and Mike Mills, are the first Americans to win the title in 16 years. They worked hard as a team since 1992 and will be forever immortalized as 505 World Champions. I conducted an interview with Team Green Room which you will find in this issue. Congratulations to both of them on sweeping the North Americans and the Worlds!

The victory for Nick and Mike and the second place Worlds finish for Howard Hamlin and Mike Martin are fantastic for our national pride, but their victories can also help market the American Section. When describing the class to a newcomer, it always helps to stipulate that some of the world's finest sailors and some of the best competition lie in our country. You may want to say something like "four out of the top ten boats at the worlds were American, including the champions and runners-up."

In other class business, I'm very happy that Sol Marini has been elected to the office of 505 American Section President. Sol is currently somewhat less known, but his energy and dedication will make him an effective leader. We have name recognition with our new Vice President, Mike Mills.

Sol, Mike and I are planing an aggressive new promotional campaign for the coming year. Many great ideas were discussed at the American Section AGM. As always, your comments are welcome.

Expect a mailing in February similar to the one you may have gotten last year. In the mailing will be a 1999 American Section registration form complete with a self-addressed, stamped envelope to limit excuses for late payments. Also included will be another ballot from International. The ballot again addresses Category B advertising, but with different provisions (see Howard Hamlin's statement in this issue). Include this ballot with your registration form and dues check.

On financial issues, I presented a complete American Section financial report at the AGM. The books were examined by Rob Kalnitsky and found to be in good order. Rob is a financial management professional with over 15 years experience. Rob has agreed to be our class auditor in the future. A copy of the report is available to any American Section member upon request.

I'm happy to report that American Section membership is up to 176 (all categories). This is a 21% increase from last year and should move the USA above Great Britain in numbers. Some of this increase is simply a 'blip' because of the worlds. Most of it represents a lot of hard work from numerous individuals promoting the class. I would like to state that the American Section is setting a membership goal of 200 for 1999. It is my firm belief that we have many more people sailing 505's that are not members. I would like everyone's help in improving our membership by tracking down those individuals and convincing them to join the American Section.

With fall sailing well under way and the winter rapidly approaching, the officers will be turning their attention to class promotion. We will be organizing a video at the East Coast Midwinter's, attending a major boat show and developing a new American

Section poster. This is all very exciting and we are confident that substantial benefits will result. Please consider helping in whatever way you can.

Lastly, I had the opportunity to sail the 505 with a 15 year-old junior sailor from Massachusetts. Anders had come to Hyannis with his father during the East Coasts to check out the 505. I had the pleasure of speaking with the two of them at that time. It was obvious that the boat had made an impression on him because he showed up at the Worlds to watch the action from the spectator boat. As fate would have it, I was dropped off on the same spectator boat after the race that day to allow regatta volunteer, Dennis Burroughs, to sail back in. I spoke with Anders at length and it was clear that he was interested in going for a sail. I was pretty tired and not very interested in sailing again that evening. However, when I thought how pumped I would be if someone took me for a ride on a 505 when I was his age, I knew I had to take him out. Anders came prepared with a wet suit and boots. We were ready to jump in when 505 8643 sailed to shore. I gave Anders the helm after we had negotiated through all the moored boats. It was still blowing about 12 to 14 knots at the time, so I raked the rig back some to compensate for Anders light weight. As we sailed up the channel leading out of the harbor, it was evident that Anders was an excellent sailor, and my confidence in him grew quickly. We set the spinnaker on the way back, then reached back and forth in the harbor. As the boat flew along in solid breeze and flat water, I saw the look on Anders face. I knew that look - I had seen it before and had probably displayed it myself years ago. It was the look of sheer glee and excitement. From that moment, I knew that he was hooked and I was reminded of why we go to all this trouble and expense. Sailing the 505 doesn't get any better.

Fraternally,
 Jesse



EDITOR SPEAK:

Hi all. Well, I was sorely disappointed that I could not join the party in Hyannis. However since our son was born on the final day of races, it was a good idea that I stay home.

That being said, it was with great plea-

sure that I put this issue together; at least this was a way to experience something of worlds. I hope you enjoy this issue as much as I do.

I also want to make sure that our sponsors are aware of their importance to us. Without them *Tank Talk* could not be as full as it is today. If you haven't seen it yet,

I strongly encourage all of you to look at the Peter Danbury calender. IT LOOKS AWESOME!

Next issue will focus on boat maintenance, so look out for article topics. All submissions welcome.

- Scott



MINUTES OF THE 1998 505 AMERICAN SECTION ANNUAL GENERAL MEETING

I. Current Status of the Class

A. President's Comments - Mike Martin commented that participation on the West Coast is up possibly due to the container qualification series. Class membership is strong due to the Worlds.

B. Vice President's Comments - Nick Trotman commented on East Coast participation, saying that the many events at Hyannis have been well attended. Mike also discussed Sail Expo. He suggested that although this show has gone well, the class should look to attend a different show that caters more to dinghy sailors. Strictly Sail in Chicago was mentioned as a possibility. Mike also spoke about the KISS Rondar 505 which he believes to be a competitive boat and a good value for people just entering the class.

C. Secretary's Comments - Jesse Falsone read from a prepared statement in which he expressed concern over the general lack of participation in the class. Jesse stated that the class officers are getting overburdened and will suffer burn-out without more mainstream member support.

Jesse also stated the following:

1. Dues notifications will now be sent with a self-addressed stamped envelope.

2. All Fleet Captains and Regional Coordinators should assure that their members are American Section Members.

3. The American Section will invest a portion of its funds into a money market to be specified by John Fry.

4. Current spending is divided as follows
Tank Talk publishing - 34%,
Class Advertising - 31%,
International Subscriptions - 17%,
Other - 19%.

5. Funds for advertising and promotion will be increased in 1999.

6. The National Office will be moving back to Jesse's home. An email address *American505@erols.com*, will be established and will be transferable to future secretaries.

7. Jesse proposed to appoint an auditor. Rob Kalnitsky will fill this role and will be

A. 1999 - Corpus Christi, TX approved by a 10-4 vote. Exact date TBD. Tyler Moore suggested that June was too early. Scott Ikle suggested that so called "windy areas" are not necessarily the best places to get a good turnout at a North American's. Macy Nelson said that scheduling the NA's around the worlds is a bad idea.

B. 2000 - Santa Cruz suggested.

IV. NA's Course Selection

A set of recommended courses will be issued to the organizing authority. These include Olympic, Worlds, and 8 leg Worlds (no last beat).

V. North American Ranking System

We will establish a ranking system that is identical to the European ranking scheme.

VI. Growth and Promotion

A. 505's at Sail Expo will be discontinued and we will look for another venue to attend

B. Mike Mills suggested we get posters printed for distribution.

C. Long term promotion includes promoting the class at the junior level, possibly through the production of a 505 video.

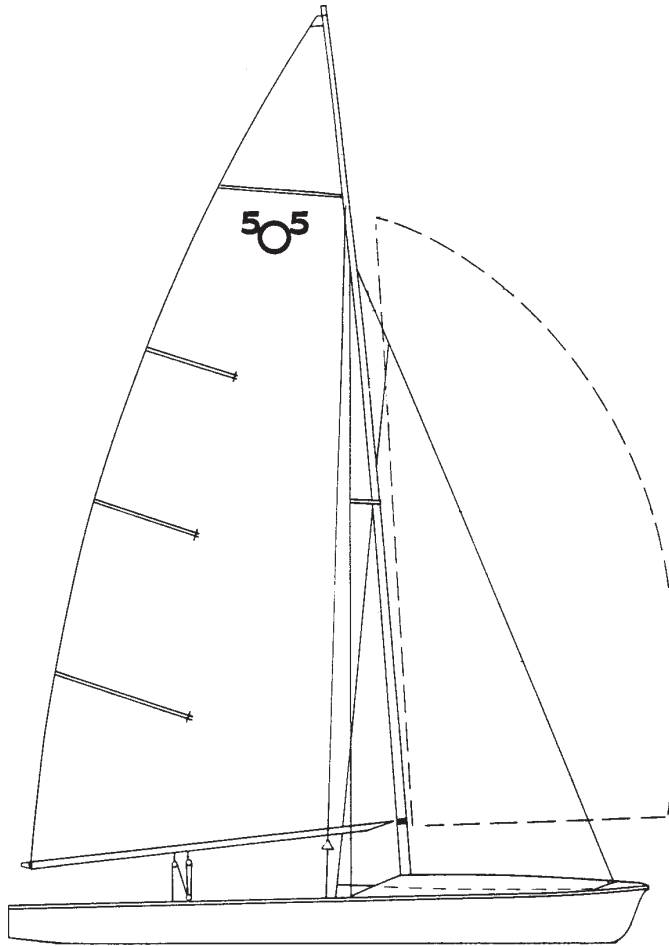
D. Promotional Regattas - Jesse Falsone and Allan Freedman spoke about the Fleet 19 promotional regatta that was held at West River Sailing Club. Event was

huge success and one sailor introduced at that regatta was sailing the NA's.

E. Howie Hamlin reminded everyone that the best way to get people into the 505 class was to give them rides.

VII. Dave Cahn Trophy

Two nominees were introduced - Monty Schumpert by Ali Meller and Eric Willis and Wendy Wertzberg. In a very close vote, Eric and Wendy were voted the winners of the award.



International 505 Class Association

given free membership in the 505 American Section each year he completes the audit.

II. Election of Class Officers

A. President - Tyler Moore and Sol Marini were nominated. Sol Marini was elected.

B. Vice President - Tyler Moore and Mike Mills were nominated. Mike Mills was elected.

C. Measurer - Bruce Tilley was appointed before the Worlds

III. Future North American Championship Venues



IN THE NEWS

New 505 American Section National Office email address

As of 19 October, 1998, the 505 American Section office will have a new email address; *American505@erols.com*. It is important that you update your address book to reflect this change. All future class business will be conducted out of this office, including verification of membership and class announcements.



Photo by Dennis Burroughs

The US Sailing Association

was so impressed with the Hyannis Yacht Club's running of the Sea-Land 43rd International 505 World Championship, that they will be presenting a special award to the HYC on October 24th, during the US Sailing Annual General Meeting. "First, let me congratulate you on successfully bringing the 505 NA's and Worlds into everyone's computer daily", said Lee Parks, US Sailing Inshore Director. "I felt like I was there. As a result, US SAILING will give HYC a special recognition award [for the overall running of the event]."

To all of the members of the crews union:

I contacted The folks at US Sailing, and they will accept a skipper and crew team nomination for the Rolex awards. So please feel free to nominate Mike Mills and Nick Trotman if you would like to see the team effort required to win three major Int 505 Championships recognized.

The nomination forms are available at ussailing.org, and are due in by Nov. 30. *Sol Marini*

Three cheers for the crew's union! Skippers are a dime a dozen.....

I was not at the 98 world's but I am very impressed with Mike Mill's dedication in achieving his world championship status.

I'm not positive about the accuracy of

these facts, but this is my impression:

Mike Mills starts sailing 505's with Nick Trotman after College sailing. They move to Santa Cruz, CA from the East coast of the USA to train for the 92 worlds. Trotman/Mills have a respectable finish. They skip the next two worlds and then show up in England for the 95 world's posting a top-ten finish.

Mike then sails the 96 Worlds in Australia with Ali Meller.

Mike then sails the 97 Worlds in Denmark with Macy Nelson.

Re-united with his original helm, Nick Trotman, they win the 1998 World championship. The first American team to do so in over 18 years.

The guy is zen...and at a clinic in Los Angeles, Mike's profound thoughts on being a good crew were somewhere along the lines of "well, you have got to be a good lover, and take a whole world view".... - *Allan Johnson*

Worlds Wedding

Secretary/Treasurer Jesse Falsone and Laura Nye were married at Hyannis Yacht Club on September 22, 1998. Originally, the couple had planned to have a private wedding outside at the JFK Memorial (next door to HYC). However, rain forced them to seek an alternative arrangement. With the help of numerous 505 sailors and HYC members, the wedding was held in the enclosed porch at the club. Jesse and Laura would like to extend thanks to all those who helped arrange this joyous occasion!



Show your Class!

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

Membership Goal for 1999

The American Section is setting a mem-

bership goal for 1999. We hope to increase our numbers 12% and reach 200 members. This is an ambitious goal. Members are asked to please help by recruiting those 505 sailors who have yet to join the American Section.

How do I know:

What to do if you need to verify the National Office has received your dues? As a matter of policy, the National Office WILL NOT send out written notification to each member when dues are received. If you receive Tank Talk, you are a member. You can also contact the National Office by phone or email to verify your membership status.

Moving?

If you move, please inform the National Office of your new contact information!

Postal Ballot

Expect a postal ballot in your mail box this winter addressing a reduction in Category B advertising fees. The proposal is to have advertising at Category B events set at a fixed sum of 100 British pounds. The current fee is set at double the entry fee. For the 1998 Worlds, this amounted to 600 US dollars or about 345 pounds.

I am pleased to announce...

that we have created a perpetual '**Dave Cahn Trophy**' to be awarded at the North American Championship each year.

Nominations were accepted for people whose sense of sportsmanship in the 505 class remind us of Dave - someone who is always having fun, always a great to hang out with, and who is racing the 505 for the joy of racing the boat and the fun of hanging out with the class members, rather than for winning.

The candidates were presented for a vote to North American 505 sailors at the North American championship. The winner of this year's vote, **Eric Willis and Wendy Wertzberg**, were presented with the **Dave Cahn Trophy** for this year. The Trophy is a half hull model with recipients names engraved on the base. The Trophy was donated by Guck, Inc. If you would like to make a contribution to help cover the cost of the trophy, please send a check (marked Dave Cahn trophy) to:

Ali Meller
304 Leafcup Road
Gaithersburg MD 20878
USA



IN THE NEWS

In correspondance with Eileen Glenn, regarding listing 6931, Dave's boat, for sale, I mentioned that members of the 505 class were going to do this. The following was her response.

" ... I've put off getting back to you simply because I was left rather wordless by the entire concept. it is the most meaningful tribute I could have ever imagined, and for that very reason, it hurts. (I hope you can understand what I mean by that - it probably sounds negative but it's not meant to. it's just the way it is.)

Dave had every intention of sailing that regatta in september - I don't like to get metaphysical, but I can't escape the thought that in a way he still will. ... "

Ali Meller

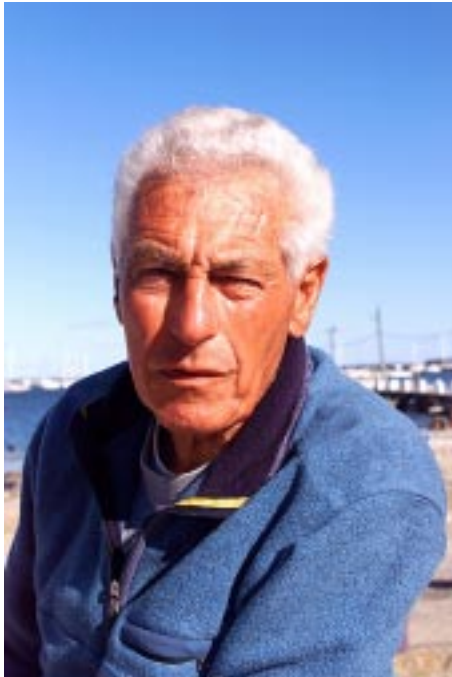


Photo by Peter Danby

Legendary Marcel Buffet is going to kick your butt! M. Buffet won the 505 World Championship in 1959 and 1960, and has raced almost every 505 World Championship ever held. Check out how he placed in Hyannis! He'll teach you to feel old!

US Sailing Report

I have just returned from the US Sailing ODCC/Inshore meeting. The 505 class' representation was much appreciated. Other class representatives included: tasars, 49ers, thistles, lightning, interlake, stars, 470's, ethcells, IODs, Melges, tornados, j-22.

Here is my synopsis on issues discussed:

#1. Handheld radios on small boats: keelboats were into them, dinghies were not, I did voice the opinion of the cost and the impracticability of use on a 505. This discussion fragmented into the topic of hailing OCS boats right or wrong. No conclusion was made or intended to be made. More discussion continued on the safety issues that radios could assist with. It seems that US Sailing will never require small boats to carry radios, but may encourage them to do so. Classes will always be able to amend their sailing instructions to their liking on this issue. There will be future discussion on the practice of hailing OCS boats. Then the discussion will be: "Shall we attempt to Hail OCS boats or not?" If yes, then "Should we use radios to hail OCS boats?" Radios could be a good thing for the 505 in say Santa Cruz fog in 25 knots, when your rudder breaks at the mile bouey....(did not say this to meeting, my opinion)

#2. Class Management Handbook. We got an overview of the book, I think the 505 class should own at least one copy. They did not change the Fleet Captains manual, but there is good things in there on fleet building, sponsorship, championships, etc. The cost is \$35.00, they can be ordered through US Sailing.

#3. Start Sailing Right. Awesome program if they can implement it. Great materials have been developed and this is a program endorsed and funded by the coast guard. They will attempt to introduce sailing to 10-13 year olds through the U.S. Parks and Recreation department. (My opinion: 505's could grab the 14 year olds and get them into 505s. Or sail with these programs to increase exposure.)

#4. Sailing Industry News. Presentation by Vanguard president Chip Johns. Talked about his being on the Board of SailAmerica, I did not get the correlation. He mentioned that Vangaurd provides some boats to regattas. He did not say anything about the topic which was supposed to be discussed which was "sailing industry efforts to promote class racing".

#5. What small boat/One Design sailors want from US Sailing. Good, frank discussion. New people who had not been to the meeting previously were encouraged to speak. Many things came out of this...I said the 505 class would like better exposure at our championships, that we felt our latest world championships may have been ignored without our internal efforts. 505s

want a coaching/clinic program available for our use and other classes....they liked this and are working on this. I said we appreciated the funding for top teams to international championships.

Introduced myself to Lee Parks and Betsy Altman afterward. They were pleased that I was there and the growth of the 505 class. Hynannis Yacht Club will indeed be recognized with a special presidential award on saturday night. David Crawford and (I think) the commodore of the Hyannis Yacht Club are in Seattle to receive the award. A press release will be sent to Ali Meller immediately following the award presentation.

Best Regards,

Allan Johnson

P.S. A judge was there who was at Hyannis...he loves the gate start. Brad Dellenbaugh has nominated Nick Trotman for the Rolex award, as have I.



Photo By Peter Danby

Speaking of old, Ethan Bixby/Cam Lewis, racing the same Lindsay 505 they won the '81 Worlds in, 7093, finished up in seventh in Hyannis. After getting a pat on the back by this editor, Ethan says "we peaked too late. We were still putting the boat back together in the parking lot. Had we actually practiced, we could have done better!" Maybe I still have a chance! Ethan Bixby/Cam Lewis (7093), (8627) Tim Collins/Bill Smith visible through Bixby/Lewis mainsail Neal Fowler/Dave Dyson (yellow hull inside), Ellen Ablow/Allan Norman (7873), Terry Neff/Bobby Nois (8576) trying to get inside, and Jim Englert/Thad Melton coming in behind. A lone Brit team (8680) is to the far right of the image, looking for some place to go.



POSTAL BALLOT PRE-READING

505 Class Championship Rule 5.7 states:

5.7 Entry Fee

A yacht which displays a Category B advertisement shall pay, directly to the International Office, an entry fee double that set for a yacht complying with Category A. The International Office will retain half for the purposes of the Class and forward the remainder to the Organizing Authority.

Last year, the International AGM voted to remove Category B advertising fees from 505 Class events. However, the proposal was defeated at postal ballot. This year, a new proposal of a 100 GBP additional entry fee for Category B was presented to the International AGM as a compromise. This proposal passed and will be put to the membership for a postal vote.

Below are views on this issue:

Howard Hamlin:

Ten years ago I felt that sponsorship and

advertising would cause great disparity and cause the rich to get richer. I was wrong, and have reversed my position. I am in favor of eliminating or dramatically reducing the fees at championships for Category C advertising. My reasoning is as follows:

1.) The fees are so great that there were only a couple boats at this year's worlds with advertising. So the class is not getting any significant revenue with the high fees.

2.) Most all sponsors are doing it as a favor and don't really get any real return because there is no significant or reliable media exposure.

3.) Our sponsors told us to take off their logos for the worlds because they did not see the benefit.

4.) The class benefits from having logos on sails because it makes the class look modern, updated and colorful. This colorful look is much better for magazine photos.

5.) No one is making money off of spon-

sorship. We have 5 sponsors and we spend 5 times what we take in.

The perception that 'the rich get richer' is definitely not true. So let's do our great class a favor and eliminate the additional fees.

Jesse Falsone:

On a note, during the AGM, I voted down the resolution to change the ballot to 50 pounds because I firmly believe that this would have no chance at passing and we would be stuck with 2 times entry for another year or more. I think 100 pounds might do it. The class can consider a further drop based on what the results are (if we pass). I would be inclined to call my German buddies to get them to send in their votes. They can turn the whole thing around if they send in their ballots.

What are your views? VOTE!



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Photo by Peter Danby

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1998 505 WORLD CHAMPIONS NICK TROTMAN & MIKE MILLS - INTERVIEW

Nick Trotman and Mike Mills are the first Americans to win the coveted 505 World Championship in 16 long years. They did so in impressive fashion, winning 2 races and placing sixth or better in three others. Many of these finishes, including one of the wins, were come from behind victories. The "Green Room guys" often found themselves in the second line of boats around the first windward mark, but their impressive off-wind speed, smart tactics and mental drive always catapulted them to the front. This is the stuff of champions.

In a candid conversation with this dynamic duo, it is clear that they are overwhelmed by this accomplishment and will savor it indefinitely. Nick is quite self-effaced in the interview as he is in person. Mike's comments are, well, vintage Mike Mills. You can almost hear how he would answer the question with his wry wit and fiendish chuckle. The interview was conducted over email, and neither Nick nor Mike was aware of the other person's answers.

This interview makes clear the obvious; it was no fluke that Nick and Mike won the Worlds (and the Pre-Worlds/North Americans). They worked extremely hard to get where they are, made sacrifices along the way and always kept their eye on the prize. It is very difficult to win a 505 World Championship, and that is what makes our class so special.

Above all, Nick and Mike are universally liked. This fact was made clear by the tumultuous applause they received from the entire 505 contingent and regatta staff during the awards ceremony. These two are great champions who haven't compromised themselves in an effort to win. - Jesse Falsone

JF: During the Worlds awards ceremony when your names were being announced as the new World Champions, I noticed an almost blank stare on your faces as the cameras flashed. What were your thoughts and emotions at that point?

NT: A blank stare? That sure isn't how I was feeling. It was a pretty overwhelming moment for me. I get all bunged up and

emotional at times like those. It really is a great feeling to win, as stupid as that sounds. There was a sense of achievement and completion of our goals. We invested a lot of time and energy, which raised the stakes emotionally, so when the mission was done, all that trapped energy came pouring out. Everyone's applause and cheers and congratulations really felt great.



Photo by Peter Danby

My only regret was missing Tim streaking with the American flag [JF: The streaker's identity is still unconfirmed until further photo analysis can be completed].

MM: My thoughts were: "Yeah! That's right. We're the champs..." Nah, it was cool, overwhelming. It sorta happened really fast. We went from, "cool, we won the NAs, we got the skills to pay the bills", to "wow, we're still in the hunt"... to "holy shit!"

My whole concept and goal that second week was just to stay in the hunt, try not to blow it, every day after sailing it was like, "well, we're still alive, sweet."

It felt pretty warm and fuzzy at prize giv-

ing, sorta accomplished a big goal.

You guys had a pretty steady rise through the ranks over the past few years. You finished 9th at the 1996 Worlds and had a decent year in 1997 taking a 3rd at the NAs. You really turned it on this year taking a 3rd at the Midwinter's, a 2nd at the East Coasts and you won the Canadians. It seemed as if you peaked at the right time.

Was this timing lucky or had you planned your program and tracked your progress carefully?

NT: What we decided to do to prepare for the Worlds was to sail about once per month over the winter, and then every other weekend during the summer. This worked out to be a pretty good schedule. The most valuable time we spent was tuning with Tim/Bill, Mike/Pete, Tom/Wolf, Tim/Mike and others who joined us from time to time. Collectively we had a mission which was

to sail in breeze and waves, so we sailed either in Bristol, out the Seconet River, or in Hyannis. Training with all those guys is what really boosted our program. We experimented with a bunch of different stuff, which you wouldn't try in a race, and really pushed to maximize every setting for every condition. We aren't close to finishing that, but we certainly are a lot closer now than before. In terms of our progress, we set some goals coming into the Worlds, but tried to keep it mellow early on. We didn't

want to get too amped too early. Basically we wanted to win the Canadians, ECC's, and NA's leading up to the Worlds. We felt like we pretty much hit each one of those, even though we didn't win the ECC's we felt like we had sailed well, so we knew we had a shot going into the main event.

MM: We planned it all along. We've been sandbagging for years. We didn't want to peak too early, so we threw the 97 NAs, let Mike and Pete win. This is a mental game you know. Nah, Just kidding. It just worked out.

We've been sailing a ton since 92. I don't know how much, but its pretty close to more



than any one else. Once we started getting pretty good, our 1st beats and upwind speed still hadn't developed; not even that much by last summer. So basically until this summer, we've been making comebacks, trying to go fast downhill, and learning to pass boats and not give up. But this winter we worked a bunch on upwind tuning, sailed at least once a month all last fall, winter and spring, mostly just lining up and trying to straight line people. The outcome was some upwind speed that we never had before, or really some height. I guess we cashed it in this summer!

What do you think each other's personal strengths are?

NT: Mike's greatest strength has been his dedication and commitment to win the worlds. He is a great sailor, has a great feel for the boat, and is a house on the wire. I think he is probably the best crew downwind. He works the rail like a long board and keeps the boat rolling, thanks to quality cross training surfing. On top of all that he has a great attitude and is a fun loving guy, which makes for a great dynamic in the boat.

MM: Nick is a pretty gifted sailor in that he has a good eye for the sails and great feel for what the boat's doing and why it is or is not going fast. He's competitive and likes and strives to win, which is important. He also believes in himself and self-confidence is very important when you're trying to crush everyone in the world. To complete the meal, he's got a side order of humor and relaxation that keep him cool under pressure.

What sacrifices did you have to make to elevate your program?

NT: Sailing every other weekend at a windy venue meant a lot of traveling and time away from home and my wife which was a definite sacrifice. She was really supportive and psyched for us, but is glad the mission is complete and fall is here, which means less sailing.

MM: I quit smoking two packs a day, eating Ding Dongs, and watching late night TV. But all of those sacrifices pale in comparison to all the tasty 'Hors D'oeuvres' that I forced into my system after sailing everyday during the worlds to 'stay in the zone'.

Eh, we spent a lot of money. Time: I flew up to Rhody a couple of times and Nick came down to St. Pete, so we spent some weekends. We probably spent a lot of 'brain energy' on getting pumped, but I wouldn't

really call that a sacrifice.

What do you like best about sailing together?

NT: Mike's endless ideas, his giggle fits, and of course winning!

MM: Hangin' out and winning if we can. What's nice about 505 sailing is that its an excuse for us to communicate, meet up, and deal on stuff, an excuse to hang out. We have to email each other and call each other and its totally fun. It feels good when we go fast.

How would you describe the mood on your boat? Did it change drastically when you were behind?

NT: The mood was generally upbeat while we were looking for ways to pass boats and staying focused on going fast all the time. There were conflicts and frus-



tration, 'cause nothing sucks more than getting passed, but we kept a good dialogue going and would always work things out.

MM: The mood's usually the same all the time. Pretty mellow, if we're way behind then sometimes a little annoyed but not really, just psyched! What I learned from Macy last year, 'Never give up'. Its the truth, you just gotta keep goin', no matter how far behind you are, no matter how much you boned the first beat. That's sorta the attitude in the room, whatever's goin' on, wherever we are in the fleet, just lookin' ahead and puttin' hits out on the five boats ahead. Once it was ours to lose, in the last three, it got a little more stressful cause we just wanted to end it.

At what point (before or during the regatta) did you feel you had a legitimate shot

at winning the Worlds?

NT: After winning the practice race I felt we had a shot at winning the worlds. Upton-Brown was sailing and we were as fast if not faster in that condition, and we stayed in phase better, and we figured he was the guy to beat, so after beating him in that race I felt we could do it.

MM: Its weird. We always thought we could do it or at least that's what we thought. The stupid wheels we had on the windy NW day sort of scared the truth into me. Ridiculous. After that I was just trying not to think, only execute.

Did it bother you that many people suggested that there was a 'curse' on all those who had won the Pre-Worlds or that the top sailors from Europe and Australia were not sailing as fast as they would be in the Worlds?

NT: No

MM: Nothing bothers you when you domi the dojo.

How closely did you work with your sailmaker, Jay Glaser?

NT: I would talk to Jay from time to time and give him some feedback, but we didn't really change the sails in any big way, maybe one small change. Howie and Mike get all the credit for developing the sails. They worked hard with Jay and Pease trying different cloth and small shape changes. The sails were powerful with a lot of return which worked really well in the Hyannis chop. They also de-power well so they were quick in breeze. And the chutes are just plain fast, they have been the same for a while and we are really happy with them.

MM: We asked him for a new chute before the Canadians and he said he didn't have time. Jay's our buddy!

We had him make some pretty high profile adjustments, move the telltales around, change the color in the numbers, drop the cunningham grommet hole, find tinted mylar for the windows. As you can see, it made all the difference.

Seriously? That's classified stuff and besides, only Mike, Howie, and Jay have that info, and they own the technology, so... Back Off!

How much coaching did you receive before and during the regatta? Was coaching your key to success?

NT: The coach sure psyched everyone out. Josh was a great help. He was there for the practice race and the Worlds, missing the Pre-Worlds. It would have been



incredible if he had coached us all summer, because he has a great eye for sail shape and trim, and we would have learned a ton more. Basically he helped us tuning on the way out with Tim and Bill, giving us feedback on how our setup looked compared to theirs and stuff like that. We would talk strategy before the start, but that game plan tended to get shuffled a bit. Josh was great support, he simplified all the little stuff, always told us we were looking good, and filled us with confidence and good vibes. He also brought his hotty woman out from time to time to distract the competition.

MM: Josh did a tremendous job. On shore, he took care of the loose ends, got lots of extra info on the current and local knowledge, and pumped us full of positive energy. It was probably bullshit. It was great to have him on the water. Josh has a tremendous eye for sails and knows the game. Yeah Josh!

You guys had great boat speed and pointing in the breeze. What is your main focus while sailing upwind in big breeze?

NT: Our main focus in breeze was keeping the boat feeling loose and slippery with the bow down going fast. Any time the boat felt slow, or the main was really heavy, we would rake a little to try to 'free up' the boat.

MM: For me, pretty standard stuff, same stuff we all do, be really huge, watch the compass, call puffs, talk about competitors, keep an eye on the mark, be huge, check out the rig, be huge, watch the compass, be huge, and eh, be huge.

Nick had it dialed in, regular settings, board up a little, leads out a little, a little more ram up that we used to, probably cause of the stiffer noodle, little more twisty main. The boat and board really felt like it had a lot of bite, we never felt like we were side slipping. Maybe our board was down more than most?

You had mentioned during the awards ceremony that you had figured out the 'tricky current' in Hyannis before the regatta. What other observations had you made about the sailing area before the regatta began?

NT: I'm not so sure how much of the 'tricky current' we really did figure out, we knew what was going on and when it changed and how fast it was going, but I think that was common knowledge. Having sailed there a bunch gave us a slight advantage. We knew what to expect from certain conditions, and what to look for when the breeze was shifting.

MM: Nothing to quantifiable, going out towards the end of the two weeks, it felt like we lived there. Comfortability factor 10. Out of the South, light go left. Out of the Southwest, breezy, go right

Where does your 505 program go from here? Will you be lured into more 'lofty' endeavors like sailing big boats or starting an Olympic campaign?

NT: I love the boat and plan to continue racing it as long as I can. I guess the next landmark is to win the worlds 5 times, but that's a pretty lofty goal. I'd love to just win it again, because it felt so good. No plans for big boats or the Olympics. 505's and team racing will feed my competitive side, and boardsailing in waves for the cheap thrills. I would love to sail an 18 or an A Class, or anything fast and overpowered.

MM: Nick's an asshole. I'm never sailing with him again. I'm shooting for my grandmaster in chess and trying to score some babes using my "I'm Luke Skywalker and I just blew up the Death Star rap" and seeing where it gets me.

How does it feel to have your names beside some of the best dinghy sailors in the world?

NT: It feels great. I rub the big blue ball every morning [JF: me too]. Still glowing and totally psyched!

MM: Its cool.

What significance does the name 'Green Room' have?

NT: Mike gets credit for the 'Green Room'. When you get covered up by a

wave surfing you'er in the green room. It's sort of the ideal thing for surfers, what everyone is pushing for. Our boats green, Mike and I like to surf, seemed to fit.

MM: The Green Room is cool and deserves a more respectful answer. If you believe in all the 'Mental Toughness' stuff, imaging, and performing to your largest potential and all that Arthur Ashe stuff, then you may have tried to get into 'the zone', or 'the groove' or perhaps 'the room'.

Our room is green, and its a place Nick and I go, and we hang out in there and sing Maceo Parker's 'Shake Everything You Got' and I mostly sing Beasties songs like 'the maestro' and stuff. In addition to the recording studio in our green room we also have some 'high speed stuff' which we like to bust out when we're racing all you guys. The green room is also a surfing reference. 'The Green Room' surfing reference pretty much embodies everything we live for in sailing and surfing, and was a good fit for the boat.

I'm sure the boat's 'green' name has been cited by others with other, more dubious references, but we don't know anything about that. Its also likely you think that these dubious things are also the reason that I'm writing like this. But I don't know what you're talking about.

(Just for Michael): What is the Mike Mills formula for being a rock-star crew?

MM: Be large.

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1998 NORTH AMERICAN CHAMPIONSHIP RESULTS

STANDINGS

S: DNS, F: DNF, Q: DSQ, E: DNE, C: DNC, D: DND, P: PMS, T: RET, R: RCP

RACES

| PL. | SAIL # | SKIPPER | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TOTALS |
|-----|--------|---------------------|----------------------|-------|--------|--------|--------|--------|--------|--------|--------|
| 1 | 8610-U | NICK TROTMAN, | MIKE MILLS | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 15.00 | 14.00 | 32.00 |
| 2 | 8552-G | MARK UPTON-BROWN, | IAN MITCHELL | 11.70 | 5.70 | 10.00 | 8.00 | 0.00 | 3.00 | 5.70 | 44.10 |
| 3 | 7771-U | HOWARD HAMLIN, | MIKE MARTIN | 8.00 | 3.00 | 19.00 | 0.0c | 15.00 | 0.00 | 0.00 | 45.00 |
| 4 | 7318-U | MIKE ZANI, | PETER ALARIE | 0.00 | 0.00 | 13.00 | 10.00 | 8.00 | 27.00 | 0.00 | 58.00 |
| 5 | 8620-D | IAN SAUGMANN, | M. RAMSBAEK | 22.00 | 18.00 | 3.00 | 5.70 | 5.70 | 14.00 | 0.00 | 68.40 |
| 6 | 8232-S | EBBE ROSEN, | OLLE WENRUP | 16.00 | 8.00 | 15.00 | 0.0c | 39.00 | 13.00 | 3.00 | 94.00 |
| 7 | 7773-U | ANDY BEECKMAN, | BEN BENJAMIN | 15.00 | 10.00 | 0.00 | 22.00 | 11.70 | 10.00 | 28.00 | 96.70 |
| 8 | 8629-U | TYLER MOORE, | SCOTT IKLE | 14.00 | 14.00 | 0.00 | 32.00 | 20.00 | 5.70 | 13.00 | 98.70 |
| 9 | 8481-G | CHIPS HOWARTH, | BILL MASTERMAN | 23.00 | 0.0q | 5.70 | 16.00 | 13.00 | 24.00 | 19.00 | 100.70 |
| 10 | 8669-G | TIM BOGER, | PHILIP CHRISTIANI | 0.00 | 29.00 | 21.00 | 21.00 | 19.00 | 11.70 | 16.00 | 117.70 |
| 11 | 8550-G | D. SCHEDER-BIESCHI, | JOHAN AR | 19.00 | 25.00 | 24.00 | 23.00 | 30.00 | 8.00 | 0.0c | 129.00 |
| 12 | 8622-D | TOM BOJLAND, | ANDERS FRIIS | 0.0p | 17.00 | 16.00 | 13.00 | 10.00 | 37.00 | 39.00 | 132.00 |
| 13 | 8627-U | TIM COLLINS, | BILL SMITH | 10.00 | 36.00 | 0.00 | 33.00 | 25.00 | 19.00 | 11.70 | 134.70 |
| 14 | 8681-C | ROBIN BROWN, | RICHARD MUNDELL | 5.70 | 32.00 | 31.00 | 17.00 | 0.00 | 20.00 | 32.00 | 137.70 |
| 15 | 8083-U | NEAL FOWLER, | DAVE DYSON | 29.00 | 11.70 | 20.00 | 35.00 | 28.00 | 0.00 | 17.00 | 140.70 |
| 16 | 8676-G | CLIVE ROBINSON, | GARY CAWTHORN | 0.00 | 13.00 | 25.00 | 24.00 | 24.00 | 22.00 | 37.00 | 145.00 |
| 16 | 8644-A | DAVID PORTER, | PETER HOLDEN | 13.00 | 28.00 | 37.00 | 0.0c | 42.00 | 17.00 | 8.00 | 145.00 |
| 18 | 8556-G | RICHARD TEW, | JOHN IRONMONGER | 33.00 | 22.00 | 14.00 | 15.00 | 41.00 | 31.00 | 0.0c | 156.00 |
| 19 | 8680-U | BRUCE EDWARDS, | DAVE SHELTON | 32.00 | 30.00 | 22.00 | 14.00 | 35.00 | 30.00 | 0.00 | 163.00 |
| 20 | 8524-A | LESLIE NATHONSON, | IAN GREGG | 47.00 | 15.00 | 18.00 | 18.00 | 31.00 | 52.00 | 0.00 | 181.00 |
| 21 | 7093-U | ETHAN BIXBY, | CAM LEWIS | 40.00 | 23.00 | 43.00 | 0.0c | 27.00 | 29.00 | 26.00 | 188.00 |
| 22 | 8378-G | MARTIN HODGSON, | PAUL BEASLEY | 46.00 | 26.00 | 27.00 | 20.00 | 0.00 | 36.00 | 44.00 | 199.00 |
| 23 | 8559-A | MALCOLM HIGGINS, | PIP PEARSON | 20.00 | 48.00 | 33.00 | 26.00 | 37.00 | 38.00 | 0.00 | 202.00 |
| 23 | 8059-U | TIM WADLOW, | MIKE WELCH | 0.00 | 45.00 | 38.00 | 37.00 | 32.00 | 16.00 | 34.00 | 202.00 |
| 25 | 8551-D | JACOB ERNST, | JESPER ERNST | 0.00 | 31.00 | 32.00 | 31.00 | 26.00 | 49.00 | 35.00 | 204.00 |
| 26 | 7873-U | ELLEN ABLow, | ALAN NORMAN | 28.00 | 35.00 | 51.00 | 29.00 | 18.00 | 44.00 | 0.00 | 205.00 |
| 27 | 8619-S | MIKAEL AHRBOM, | CLAS THURELL | 57.00 | 21.00 | 35.00 | 0.0c | 3.00 | 25.00 | 66.00 | 207.00 |
| 28 | 8542-G | TOM SWIFT, | K. STAMMERJOHANN | 37.00 | 38.00 | 29.00 | 27.00 | 53.00 | 0.00 | 25.00 | 209.00 |
| 28 | 8642-G | STEFAN SCHOLLMAYER, | FRISCO SANQUIN | 56.00 | 0.00 | 47.00 | 36.00 | 16.00 | 32.00 | 22.00 | 209.00 |
| 30 | 8442-C | HUGH MORRIN, | MICHAEL HOFFMAN | 34.00 | 43.00 | 46.00 | 34.00 | 34.00 | 0.00 | 21.00 | 212.00 |
| 31 | 8685-G | JIM HUNT, | NICK BELOE | 39.00 | 20.00 | 11.70 | 3.00 | 29.00 | 0.0c | 111.0c | 213.70 |
| 32 | 7092-U | KENNY ELLIOT, | W.ALLEN KILGORE | 25.00 | 40.00 | 44.00 | 28.00 | 36.00 | 48.00 | 0.00 | 221.00 |
| 33 | 8671-G | MARKUS MUEHLBAUER, | ANGELA STENGER | 21.00 | 42.00 | 53.00 | 40.00 | 0.00 | 50.00 | 20.00 | 226.00 |
| 34 | 8194-U | TOM KIVNEY, | WOLFGANG CHAMBERLAIN | 30.00 | 49.00 | 45.00 | 39.00 | 0.00 | 35.00 | 36.00 | 234.00 |
| 34 | 8702-F | PHILIPPE BOITE, | JEAN LUC MUZELLEC | 42.00 | 19.00 | 0.0f | 111.0c | 17.00 | 18.00 | 27.00 | 234.00 |
| 36 | 8576-U | TERRY NEFF, | BOB NOYES | 31.00 | 33.00 | 50.00 | 41.00 | 0.00 | 42.00 | 38.00 | 235.00 |
| 37 | 8381-G | STEVE ADAMS, | ANDREW WOOD | 0.00 | 34.00 | 42.00 | 45.00 | 21.00 | 51.00 | 43.00 | 236.00 |
| 37 | 8429-G | ROB NAPIER, | KIMBALL | 0.0p | 41.00 | 30.00 | 25.00 | 62.00 | 26.00 | 52.00 | 236.00 |
| 39 | 8191-U | MACY NELSON, | GEOFF EWENSON | 17.00 | 39.00 | 23.00 | 0.0c | 45.00 | 23.00 | 111.0c | 258.00 |
| 40 | 7358-U | MICHAEL BREAULT, | HARRY MATTISON | 53.00 | 46.00 | 0.00 | 42.00 | 38.00 | 33.00 | 51.00 | 263.00 |
| 41 | 8603-A | IAN DUNN, | JOHN FRY | 55.00 | 60.00 | 34.00 | 30.00 | 23.00 | 0.00 | 65.00 | 267.00 |
| 42 | 8263-U | ALEXANDER MELLER, | LESLIE CRANE | 24.00 | 44.00 | 0.0f | 111.0c | 22.00 | 40.00 | 29.00 | 270.00 |
| 42 | 8701-G | PAUL LOVESY, | ANDY WILLIAMS | 58.00 | 50.00 | 36.00 | 19.00 | 46.00 | 61.00 | 0.00 | 270.00 |
| 44 | 8085-U | RENE DE LA RIE, | ALLAN FREEDMAN | 27.00 | 27.00 | 68.00 | 0.0c | 40.00 | 53.00 | 63.00 | 278.00 |
| 45 | 8645-U | JIM ENGLERT, | THAD MILTON | 38.00 | 24.00 | 0.0f | 111.0c | 58.00 | 41.00 | 15.00 | 287.00 |
| 46 | 7346-U | R LATANE MONTAGUE, | JOHN ZAKAIB | 44.00 | 51.00 | 58.00 | 52.00 | 49.00 | 0.0c | 49.00 | 303.00 |
| 47 | 7095-C | JOHN HAYLEY, | IAN PLUMBLEY | 35.00 | 70.00 | 64.00 | 49.00 | 51.00 | 0.00 | 50.00 | 319.00 |
| 48 | 8526-G | TIM BIRD, | ARTHUR GEORGE | 36.00 | 64.00 | 57.00 | 0.0c | 48.00 | 58.00 | 59.00 | 322.00 |
| 49 | 6821-U | WILLIAM PEVEAR, | JAN AASE | 62.00 | 62.00 | 26.00 | 0.0c | 47.00 | 55.00 | 74.00 | 326.00 |
| 50 | 8455-F | MARCEL BUFFET, | DAMIEN TROUILLET | 48.00 | 59.00 | 55.00 | 38.00 | 65.00 | 65.00 | 0.0c | 330.00 |
| 51 | 8018-U | STEVGIOS PAPADAKIS, | DUSTIN ROMEY | 49.00 | 56.00 | 65.00 | 51.00 | 0.00 | 60.00 | 55.00 | 336.00 |
| 52 | 8604-A | IAN BURFORD, | DAVE CHRISTIE | 61.00 | 52.00 | 63.00 | 0.0c | 57.00 | 63.00 | 41.00 | 337.00 |
| 53 | 7605-C | RENKE GESING, | ADAM GESING | 0.00 | 55.00 | 52.00 | 50.00 | 66.00 | 45.00 | 71.00 | 339.00 |
| 54 | 8561-D | PETER MOLLER, | MARTIN THURNIE | 0.00 | 54.00 | 59.00 | 43.00 | 61.00 | 54.00 | 72.00 | 343.00 |
| 54 | 8024-U | DAVID CHATHAM, | MATT MCQUEEN | 59.00 | 58.00 | 62.00 | 0.0c | 63.00 | 68.00 | 33.00 | 343.00 |
| 56 | 7096-U | MATT LARGAY, | MATT SANDERS | 52.00 | 47.00 | 49.00 | 46.00 | 0.0c | 111.0c | 40.00 | 345.00 |
| 57 | 8668-A | MATT HANSEN, | MIKE NAVARRO | 66.00 | 65.00 | 56.00 | 44.00 | 60.00 | 0.00 | 68.00 | 359.00 |
| 58 | 8600-U | KI KAISER, | JOHN BADTKE | 0.00 | 67.00 | 71.00 | 47.00 | 68.00 | 59.00 | 48.00 | 360.00 |
| 58 | 8060-C | ADAM BOOKMAN, | ADAM SCHELL | 26.00 | 63.00 | 0.0c | 111.0c | 59.00 | 43.00 | 58.00 | 360.00 |
| 60 | 8013-U | DAVID SMITH, | RICK THOMPSON | 54.00 | 57.00 | 54.00 | 0.0c | 55.00 | 39.00 | 111.0c | 370.00 |
| 61 | 8460-G | MARTIN GOULT, | GORDON RUSSELL | 45.00 | 37.00 | 0.0c | 111.0c | 111.0c | 28.00 | 47.00 | 379.00 |
| 62 | 7150-C | IAN TORRIE, | WINSTON COMING | 0.00 | 72.00 | 67.00 | 48.00 | 72.00 | 64.00 | 77.00 | 400.00 |
| 63 | 8643-U | BARNEY HARRIS, | JESSE FALSONE | 0.0c | 111.0c | 111.0c | 111.0c | 33.00 | 21.00 | 18.00 | 405.00 |
| 64 | 8624-U | DAVID STETSON, | MICHEAL AGRELL | 68.00 | 0.00 | 69.00 | 53.00 | 73.00 | 71.00 | 73.00 | 407.00 |
| 65 | 7685-U | GRAHAM ALEXANDER, | BRIAN RICHMOND | 77.00 | 68.00 | 72.00 | 0.0c | 71.00 | 47.00 | 75.00 | 410.00 |
| 66 | 8438-U | JOHN WYLES, | CHRIS GORTON | 65.00 | 73.00 | 74.00 | 0.0c | 76.00 | 80.00 | 46.00 | 414.00 |
| 67 | 8591-G | DAVID BELL, | MARTIN HOOD | 0.00 | 76.00 | 66.00 | 54.00 | 69.00 | 77.00 | 79.00 | 421.00 |
| 68 | 8667-A | SCOTT OLSEN, | MARK STOWELL | 73.00 | 0.0f | 111.0c | 111.0c | 44.00 | 34.00 | 60.00 | 433.00 |
| 69 | 6987-U | LAUREN ABRAMSON, | TOM O'TOOLE | 69.00 | 75.00 | 0.0c | 111.0c | 74.00 | 62.00 | 45.00 | 436.00 |



1998 NORTH AMERICAN CHAMPIONSHIP RESULTS

| | | | | | | | | | | | |
|----|---------|--------------------|-------------------|-------|--------|--------|--------|--------|--------|--------|--------|
| 70 | 8679-G | DAVID SMITHWHITE, | NEIL FULCHER | 0.0c | 111.0c | 8.00 | 11.70 | 111.0c | 111.0c | 111.0c | 463.70 |
| 71 | 8583-G | CHRIS DELVES, | DAVE HUGHES | 43.00 | 53.00 | 41.00 | 0.0c | 111.0c | 111.0c | 111.0c | 470.00 |
| 72 | 7796-C | MARK ASHBY, | DAVID ADAMS | 81.00 | 81.00 | 75.00 | 0.0c | 79.00 | 73.00 | 86.00 | 475.00 |
| 73 | 8467-G | CHRIS ROMANS, | BRENDA ROMANS | 82.00 | 74.00 | 70.00 | 0.0c | 75.00 | 75.00 | 111.0c | 487.00 |
| 74 | 8474-G | CHRIS THORNE, | ANDY TYAS | 76.00 | 79.00 | 61.00 | 0.0c | 56.00 | 111.0c | 111.0c | 494.00 |
| 75 | 7458-U | GARY SCOTT, | GINA SCOTT | 85.00 | 82.00 | 0.0c | 111.0c | 77.00 | 79.00 | 78.00 | 512.00 |
| 76 | 7776-U | ROBERT O'BRIEN, | BETSY O'BRIEN | 63.00 | 80.00 | 0.0c | 111.0c | 70.00 | 111.0c | 82.00 | 517.00 |
| 77 | 7791-U | RICHARD PECK, | DICK HAMILTON | 84.00 | 84.00 | 0.0c | 111.0c | 81.00 | 78.00 | 80.00 | 518.00 |
| 78 | 7792-U | KEM KING, | BOB KALINITSKY | 79.00 | 0.0c | 111.0c | 111.0c | 80.00 | 69.00 | 81.00 | 531.00 |
| 79 | 8678-G | JIM BERRY, | DAVID SPRAGG | 64.00 | 71.00 | 0.0c | 111.0c | 111.0c | 66.00 | 111.0c | 534.00 |
| 80 | 8510-G | MARTIN WEDGE, | PETER BURTON | 70.00 | 66.00 | 0.0c | 111.0c | 111.0c | 111.0c | 70.00 | 539.00 |
| 81 | 8532-G | TOM CLAYTON, | DENNIS HYATT | 83.00 | 0.0F | 111.0c | 111.0c | 78.00 | 76.00 | 85.00 | 544.00 |
| 82 | 8634-G | JOERG THUMANN, | OLIVER STIEGLITZ | 0.0c | 111.0c | 48.00 | 111.0c | 111.0c | 111.0c | 62.00 | 554.00 |
| 83 | 8264-C | JEFF BOYD, | MARTIN TENTLOVE | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 10.00 | 565.00 |
| 84 | 8693-F | GILLES CARVALLO, | CLAIRE CARVALLO | 0.0c | 69.00 | 111.0c | 111.0c | 111.0c | 111.0c | 53.00 | 566.00 |
| 84 | 8692-G | HEINER HIRTHE, | NICOLAT VOLKNES | 80.00 | 77.00 | 0.0c | 111.0c | 111.0c | 111.0c | 76.00 | 566.00 |
| 86 | 7613-U | JOE KEATING, | PHIL RYAN | 78.00 | 0.0F | 111.0c | 111.0c | 111.0c | 74.00 | 84.00 | 569.00 |
| 87 | 8672-G | MIKE HOLMES, | PAUL YOUNG | 0.0c | 111.0c | 17.00 | 111.0c | 111.0c | 111.0c | 111.0c | 572.00 |
| 88 | 8704-G | IAN BARKER, | DANIEL CRIPPS | 18.00 | 0.0F | 111.0F | 111.0c | 111.0c | 111.0c | 111.0c | 573.00 |
| 89 | 8190-U | LARRY ROSENFELD, | TED MOORE | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 24.00 | 579.00 |
| 90 | 8677-G | IAN PINNELL, | NICK POWELL | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 31.00 | 586.00 |
| 91 | 8237-G | RICHARD ROWE, | ANTHONY BROWN | 87.00 | 0.0F | 73.00 | 111.0c | 111.0c | 111.0c | 111.0c | 604.00 |
| 92 | 7959-C | SCOTT SALTER, | PER JACOBSEN | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 57.00 | 612.00 |
| 93 | 8640-G | VERNON RALSTON, | SIMON SPRATT | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 69.00 | 624.00 |
| 94 | 8635-G | SIMON LAKE, | SUZANNE MCDERMOTT | 71.00 | 0.0F | 111.0F | 111.0c | 111.0c | 111.0c | 111.0c | 626.00 |
| 95 | 6931-U | SHEA THORVALDSEN, | SUE ATHMANN | 0.0F | 83.00 | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 638.00 |
| 95 | 8435-G | PATRICK MCGALE, | COLIN RAWLINGS | 0.0c | 111.0F | 111.0c | 111.0c | 111.0c | 111.0c | 83.00 | 638.00 |
| 97 | 6230-U | PAUL VONGREY, | TED HOUCK | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 8657-G | MARTIN GORGE, | RAINER GORGE | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 8641-U | BARRY KUEHL, | FRANK THOMPSON | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 8233-C | FRANCOIS BERTRAND, | ALAIN MOLIMARD | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 8547-A | DEAN WILLIAMS, | DARREN NICHOLSON | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 8360-C | PIERRE SAINT-CYR, | NORMAN SAINT-CYR | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 8525-G | VICTOR STOPP, | JULIAM PEARSON | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 8689-U | NICHOLAS GREY, | GERARD KIVNEY | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 77876-U | BRANDON CHARIF, | ANDERS GODE | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 7877-U | STEVE ANDERES, | BRUCE FLEMING | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 8698-U | COLLIN LINEHAN, | PAUL MUUS | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0T | 666.00 |
| 97 | 8410-C | CLARISSA BUSH, | CHRIS GILLIES | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 8012-S | HENRY AMTHOR, | DOUGLAS AMTHOR | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |
| 97 | 8311-U | CHRIS YINDRA, | MARK MCCARTHY | 0.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 111.0c | 666.00 |

If you like the Peter Danby pictures in this issue, check out his calander! You can see additional pictures on the 505 web page:

<http://www.sailing.org/int505/98wrlimg.htm>.

Calenders are ~\$20 (£8.50 plus £3.75 for air mail) and will be available by mid November. Perfect Stocking stuffers for that sailor on your list! Credit cards accepted.

Peter can be reached at:

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Saltern Wood, Quay
Yarmouth, Isle of Wight, PO41 0SE
United Kingdom.
Sailpics@aol.com

— THE —

1999 DINGHY RACING CALENDAR

PHOTOGRAPHS BY PETER DANBY

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THANK YOU HYANNIS!



Clockwise from top: International President Pip Pearson; Regatta Chairman David Crawford; Cheif Measurer Don O'Donnell; Regatta Oraniser Tom Kivney; Dennis Burroughs volunteered to work in the press booth with Ali Meller and Allan Freedman (seen with the younger Falsone); Ali Meller presenting the Dave Cahn Trophy; Dave Penfield accepting award for Race Committee. (Photos by Jesse Falsone and Dennis Burroughs)



A LOOK AT WORLDS '98



Photos by Onne van der Wal



Barney Harris with Team SPOT supporter Malcom Higgins, sailed with Pip Pearson, Malcom is STILL indebted to Team SPOT!



Those crazy Danes!



A bunch of old guys!



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Photos by Jesse Falsone and Dennis Burroughs



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1998 505 WORLD CHAMPIONSHIP, HYANNIS MA SEPTEMBER 19-25

| PL | SKIPPER | CREW | SAIL # | RACE 1 | RACE 2 | RACE 3 | RACE 4 | RACE 5 | RACE 6 | RACE 7 | TOTALS |
|-----------------------|----------------------|---------------------|----------|--------|--------|--------|--------|--------|--------|--------|--------|
| OLYMPIC POINT SCORING | | | | | | | | | | | |
| 1 | TROTMAN, NICK | MILLS, MIKE | USA 8610 | 5 | 6 | 1 | 1 | 2 | 11 | (14) | 41.7 |
| 2 | HAMLIN, HOWARD | MARTIN, MIKE | USA 7771 | 8 | 8 | 3 | (19) | 4 | 1 | 3 | 47.4 |
| 3 | BARKER, IAN | CRIPPS, DANIEL | GBR 8704 | 2 | 15 | 6 | 3 | 1 | (RET) | 4 | 49.4 |
| 4 | ZANI, MIKE | ALARIE, PETER | USA 7318 | 4 | (21) | 7 | 8 | 3 | 6 | 2 | 55.4 |
| 5 | PINNELL, IAN | POWELL, NICK | GBR 8677 | 11 | 2 | 5 | 10 | (17) | 8 | 6 | 71.7 |
| 6 | UPTON-BROWN, MARK | MITCHELL, IAN | GBR 8552 | 1 | 13 | 2 | 18 | (DSQ) | 22 | 1 | 74 |
| 7 | BIXBY, ETHAN | LEWIS, CAM | USA 7093 | 14 | 3 | 29 | 2 | 12 | (45) | 8 | 95.7 |
| 8 | HUNT, JIM | BELOE, NICK | GBR 8685 | 16 | 7 | 4 | 6 | 18 | (23) | 12 | 96.7 |
| 9 | HOWARTH, CHIPS | MASTERMAN, BILL | GBR 8481 | 6 | (50) | 11 | 9 | 14 | 12 | 9 | 96.7 |
| 10 | BOITE, PHILIPPE | MUZELLEC, JEAN LUC | FRA.8702 | 15 | 10 | 9 | 4 | 8 | (28) | 18 | 98 |
| 11 | ROSEN, EBBE | WENRUP, OLLE | SWE 8232 | 7 | 16 | 8 | 17 | (DNF) | 3 | 26 | 109.7 |
| 12 | SAUGMANN, IAN | RAMSBAEK, MORTEN | DEN 8620 | 9 | 23 | 15 | 15 | 9 | (24) | 7 | 114 |
| 13 | MOORE, TYLER | IKLE, SCOTT | USA 8629 | 19 | 14 | 17 | 16 | (20) | 2 | 19 | 118 |
| 14 | NATHONSON, LESLIE | GREGG, IAN | AUS 8524 | 3 | 44 | 12 | (DNS) | 13 | 16 | 5 | 124.7 |
| 15 | TEW, RICHARD | IRONMONGER, JOHN | GBR 8556 | 10 | 9 | 22 | 24 | 15 | (42) | 15 | 131 |
| 16 | THOMPSON, DANIEL | ZINN, ANDREW | USA 7201 | 17 | (26) | 14 | 12 | 23 | 25 | 10 | 137 |
| 17 | HOLMES, MIKE | YOUNG, PAUL | GBR 8672 | 12 | (58) | 26 | 5 | 10 | 37 | 17 | 142 |
| 18 | SMITHWHITE, DAVID | FULCHER, NEIL | GBR 8679 | 13 | (68) | 10 | 26 | 7 | 41 | 13 | 146 |
| 19 | BOYD, JEFF | TEN HOVE, MARTIN | CAN 8264 | 29 | 20 | 21 | 14 | (33) | 4 | 25 | 147 |
| 20 | COLLINS, TIM | SMITH, BILL | USA 8627 | (45) | 1 | 18 | 22 | 34 | 29 | 20 | 153 |
| 21 | EDWARDS, BRUCE | SHELTON, DAVE | USA 8680 | 23 | 19 | 20 | 29 | 16 | (48) | 11 | 154 |
| 22 | HARRIS, BARNEY | FALSONE, JESSE | USA 8643 | 33 | 12 | 40 | 13 | (54) | 7 | 23 | 164 |
| 23 | GOERGE, MARTIN | GOERGE, RAINER | GER 8657 | 18 | 24 | (34) | 25 | 22 | 17 | 28 | 170 |
| 24 | SCHEDER-BIESCHIN, DI | ARVEDSON, JOHAN | GER 8550 | 32 | 18 | 27 | 40 | (51) | 10 | 16 | 179 |
| 25 | BOJLAND, TOM | FRIIS, ANDERS | DEN 8622 | 28 | 5 | 23 | (35) | 25 | 32 | 32 | 180 |
| 26 | PORTER, DAVID | HOLDEN, PETER | AUS 8644 | 21 | 29 | 16 | 34 | 21 | 26 | (46) | 183 |
| 27 | ROBINSON, CLIVE | CATHORN, GARY | CAN 8676 | 26 | (49) | 24 | 21 | 37 | 13 | 27 | 184 |
| 28 | RALSTON, VERNON | SPRATT, SIMON | GBR 8640 | 22 | (89) | 13 | 42 | 5 | 53 | 22 | 192 |
| 29 | MELLER, ALEXANDER | CRANE, LESLIE | USA 8263 | (43) | 17 | 37 | 7 | 24 | 34 | 38 | 193 |
| 30 | NELSON, MACY | EWENSON, GEOFF | USA 8191 | (38) | 22 | 36 | 20 | 31 | 20 | 29 | 194 |
| 31 | ADAMSON, NICK | BENJAMIN, BEN | USA 7773 | 46 | 11 | 31 | 11 | 26 | (76) | 34 | 195 |
| 32 | FOWLER, NEAL | DYSON, DAVE | USA 8083 | 34 | 4 | 42 | 37 | 28 | 19 | (44) | 198 |
| 33 | BOGER, TIM | CHRISTIANI, PHILIP | GER 8669 | 25 | 30 | 28 | (46) | 11 | 46 | 24 | 200 |
| 34 | HIGGINS, MALCOLM | PEARSON, PIP | AUS 8559 | 24 | 38 | (41) | 39 | 35 | 14 | 36 | 222 |
| 35 | GOULT, MARTIN | RUSSELL, GORDON | GBR 8460 | 41 | 28 | 19 | 28 | 46 | (54) | 31 | 229 |
| 36 | BROWN, ROBIN | MUNDELL, RICHARD | CAN 8681 | 20 | (55) | 25 | 23 | 30 | 50 | 49 | 233 |
| 37 | HODGSON, MARTIN | BEASLEY, PAUL | GBR 8378 | 27 | (60) | 30 | 27 | 27 | 51 | 39 | 237 |
| 38 | AMTHOR, HENRY | AMTHOR, DOUGLAS | USA 8012 | 40 | 27 | 60 | 36 | (RET) | 5 | 37 | 240 |
| 39 | SWIFT, TOM | STAMMERJOHAN, KLAUS | GER 8542 | 30 | 40 | 39 | 41 | (DSQ) | 35 | 21 | 242 |
| 40 | ABLOW, ELLEN | NORMAN, ALAN | USA 7873 | 42 | 45 | 33 | 30 | (48) | 33 | 33 | 252 |
| 41 | LOVESY, PAUL | WILLIAMS, ANDY | GBR 8701 | 44 | (79) | 35 | 44 | 6 | 58 | 35 | 257.7 |
| 42 | OLSEN, SCOTT | STOWELL, MARK | AUS 8667 | 49 | 33 | 45 | (57) | 49 | 9 | 40 | 261 |
| 43 | ELLIOT, KENNY | KILGORE, W. ALLEN | USA 7092 | 36 | (48) | 48 | 31 | 36 | 44 | 30 | 261 |
| 44 | AHRBOM, MIKAEL | THURELL, CLAES | SWE 8619 | 39 | (74) | 38 | 63 | 29 | 49 | 42 | 296 |
| 45 | ADAMS, STEVE | WOOD, ANDREW | GBR 8381 | 53 | 35 | (54) | 48 | 40 | 39 | 52 | 303 |
| 46 | DUNN, IAN | FRY, JOHN | AUS 8603 | 58 | (59) | 43 | 43 | 19 | 55 | 53 | 307 |
| 47 | ENGLERT, JIM | MELTON, THAD | USA 8645 | 56 | 25 | 46 | 38 | (RET) | 60 | 50 | 311 |
| 48 | LARGAY, BRYAN | SANDERS, MATT | USA 7096 | 67 | 37 | 53 | 32 | 61 | 30 | (68) | 316 |
| 49 | BREAULT, MICHAEL | MATTISON, HARRY | USA 7358 | 62 | (73) | 44 | 58 | 45 | 18 | 54 | 317 |
| 50 | NAPIER, ROB | MORRISON, KIMBALL | GBR 8429 | 31 | 70 | 32 | 60 | 39 | (71) | 51 | 319 |
| 51 | SCHOLLMAYER, STEFAN | SANGUIND, FRISCO | GER 8642 | 57 | 47 | 56 | 45 | 41 | (DSQ) | 41 | 323 |
| 52 | ERNST, JACOB | ERNST, JESPER | DEN 8551 | 47 | 46 | 50 | 59 | 44 | (67) | 47 | 329 |
| 53 | NEFF, TERRY | NOYES, BOB | USA 8576 | 63 | 53 | (72) | 61 | 43 | 15 | 59 | 330 |
| 54 | MECHLBAUER, MARKUS | STENGER, ANGELA | GER 8671 | (76) | 34 | 67 | 55 | 53 | 27 | 63 | 335 |
| 55 | MORRIN, HUGH | HOFFMAN, MICHAEL | CAN 8442 | 51 | 32 | 59 | 50 | 50 | (62) | 57 | 335 |
| 56 | WADLOW, TIM | WELCH, MIKE | USA 8059 | 50 | 31 | 49 | 47 | (RET) | 52 | 71 | 336 |
| 57 | BOOKMAN, ADAM | SCHELL, ADAM | CAN 8060 | 48 | 36 | 64 | 64 | (71) | 36 | 67 | 351 |
| 58 | GREY, NICHOLAS | KIVNEY, GERARD | USA 8689 | 61 | 67 | 66 | (69) | 32 | 61 | 48 | 371 |
| 59 | KIVNEY, TOM | CHAMBERLAIN, WOLF | USA 8194 | 60 | 61 | 68 | 52 | 55 | (72) | 43 | 375 |
| 60 | BURFORD, IAN | CHRISTIE, DAVE | AUS 8604 | (DNF) | DNF | 58 | 33 | 38 | 64 | 45 | 381 |
| 61 | MONTGUE, R. LATANE | ZAKAIB, JOHN | USA 7346 | 74 | (83) | 83 | 49 | 47 | 31 | 66 | 386 |
| 62 | HAYLEY, JOHN | PLUMBLEY, IAN | CAN 7095 | (75) | 41 | 71 | 65 | 73 | 43 | 61 | 390 |
| 63 | PEVEAR, WILLIAM | AASE, JAN | USA 6821 | 37 | 84 | 51 | 68 | 42 | 77 | (DNS) | 395 |
| 64 | ROSENFELD, LARRY | MOORE, TED | USA 8190 | 54 | 56 | 52 | 81 | 58 | 63 | (86) | 400 |
| 65 | DELVES, CHRIS | HUGHES, DAVE | GBR 8583 | 59 | 43 | 70 | (DNF) | 52 | 38 | RET | 405 |
| 66 | CHATHAM, DAVID | MCQUEEN, MATT | USA 8024 | (77) | 76 | 74 | 53 | 60 | 57 | 56 | 412 |
| 67 | WEDGE, MARTIN | BURWOOD, PETER | GBR 8510 | (86) | 66 | 55 | 66 | 63 | 69 | 58 | 413 |
| 68 | DE LA RIE, RENE | FREEDMAN, ALAN | USA 8085 | (79) | 51 | 77 | 56 | 69 | 56 | 78 | 423 |
| 69 | BERRY, JIM | SPRAGG, DAVID | GBR 8678 | 69 | 72 | 61 | 76 | 57 | (78) | 55 | 426 |
| 70 | MOLLER, PETER | THOMBS, MARTIN | DEN 8561 | 55 | (86) | 62 | 67 | 67 | 79 | 60 | 426 |
| 71 | THUMANN, JOERG | STIEGLITZ, OLIVER | GER 8634 | 66 | 42 | 79 | 74 | 56 | 74 | (DNS) | 427 |



1998 505 WORLD CHAMPIONSHIP, HYANNIS MA SEPTEMBER 19-25

| | | | | | | | | | | | |
|-----|--------------------|--------------------|----------|-------|-------|-------|-------|-------|------|-------|-----|
| 72 | SALTER, SCOTT | JACOBSEN, PER | CAN 7959 | 70 | 71 | 73 | 54 | (DNF) | 59 | 69 | 432 |
| 73 | BUSH, CLARISSA | GILLIES, CHRIS | CAN 8410 | 84 | 39 | 57 | (DNS) | DNS | 40 | 70 | 433 |
| 74 | BUFFET, MARCEL | TROUILLET, DAMIEN | FRA 8455 | 72 | 62 | 93 | 75 | (DNS) | 21 | 75 | 434 |
| 75 | BIRD, TIM | GEORGE, ARTHUR | GBR 8526 | 71 | 69 | 63 | 51 | (DNS) | 47 | RET | 444 |
| 76 | HANSEN, MATT | NAVARRO, MIKE | AUS 8668 | 64 | (85) | 78 | 62 | 65 | 66 | 80 | 451 |
| 77 | CHARIF, BRANDON | GODE, HANS | USA 7876 | (DNF) | 54 | 84 | 70 | 62 | 94 | 64 | 464 |
| 78 | HIRTHE, HEINER | VOLCKNER, NICOLAI | GER 8692 | 65 | 78 | 76 | 77 | 66 | 73 | (DNS) | 471 |
| 79 | LAKE, SIMON | MCDERMOTT, SUZANNE | GBR 8635 | 52 | 77 | 65 | 73 | (DNS) | DNS | 65 | 475 |
| 80 | SAINT-CYR, PIERRE | SAINT-CYR, NORMAN | CAN 8360 | 82 | 82 | (96) | 78 | 59 | 65 | 74 | 476 |
| 81 | WYLES, JOHN | GORTON, CHRIS | USA 8438 | 81 | 65 | 81 | 71 | 74 | 85 | (RET) | 493 |
| 82 | GESING, RENKA | GESING, ADAM | CAN 7605 | 68 | (DNF) | 86 | 72 | 70 | 87 | 76 | 495 |
| 83 | KUEHL, BARRY | THOMPSON, FRANK | USA 8641 | 78 | 91 | 75 | 80 | 68 | (96) | 77 | 505 |
| 84 | YINDRA, CHRIS | MCCARTHY, MARK | USA 8311 | 83 | 88 | 80 | 83 | (DNS) | 80 | 62 | 512 |
| 85 | FAGEN, DAVID | COLE, ANDREW | USA 8813 | 93 | 52 | 87 | 86 | (DNS) | 75 | 87 | 516 |
| 86 | THORNE, CHRIS | TYAS, ANDY | GBR 8474 | 73 | (DNF) | 69 | 93 | 64 | 83 | DNS | 525 |
| 87 | ROMANS, CHRIS | ROMANS, BRENDA | GBR 8467 | 80 | 90 | 82 | 85 | (DNS) | 86 | 72 | 531 |
| 88 | TORRIE, IAN | CUMMINGS, WINSTON | CAN 7150 | 89 | 64 | 89 | (RET) | DNS | 68 | 81 | 534 |
| 89 | KAISER, KI | BADTKE, JOHN | USA 8600 | 87 | 81 | 91 | 82 | (DNS) | 84 | 73 | 534 |
| 90 | ALEXANDER, GRAHAM | RICHMOND, BRIAN | USA 7685 | 96 | 57 | 97 | 79 | (DNS) | 88 | 88 | 541 |
| 91 | STETSON, DAVID | AGRELL, MICHAEL | USA 8624 | 91 | 75 | 85 | 84 | (DNS) | 89 | 84 | 544 |
| 92 | WILLIAMS, DEAN | NICHOLSON, DARREN | AUS 8557 | 35 | (DNF) | 47 | DNS | DNS | DNS | DNS | 546 |
| 93 | ANDERES, STEVE | FLEMING, BRUCE | USA 7877 | 90 | 80 | 95 | 87 | (DNS) | 90 | 82 | 560 |
| 94 | ABRAMSON, LAUREN | O'TOOLE, TOM | USA 6987 | 97 | 63 | 101 | (DNS) | DNS | 81 | 89 | 574 |
| 95 | STOPP, VICTOR | PEARSON, JULIAN | CAN 8525 | 95 | (DNF) | 88 | DNS | 72 | 70 | DNS | 575 |
| 96 | BELL, DAVID | HOOD, MARTIN | GBR 8591 | 85 | 87 | 90 | 88 | (DNS) | 82 | RET | 575 |
| 97 | CLAYTON, TOM | HYATT, DENNIS | GBR 8532 | 94 | 93 | 94 | 89 | (DNS) | 93 | 91 | 590 |
| 98 | MCGALE, PATRICK | RAWLINGS, COLIN | GBR 8435 | 92 | (DNF) | 92 | 92 | DNS | 92 | 83 | 594 |
| 99 | CARVALLO, GILLES | CARVALLO, CLAIRE | FRA 8693 | 88 | 92 | 102 | 91 | (DNS) | RET | 79 | 595 |
| 100 | ASHBY, MARK | ADAMS, DAVID | CAN 7796 | 100 | 94 | 99 | 90 | (DNS) | 95 | 85 | 599 |
| 101 | KEATING, JOE | RYAN, PHIL | USA 7613 | 98 | 95 | 98 | (DNF) | RET | 91 | 90 | 615 |
| 102 | VONGREY, PAUL | SHIPLEY, PAUL | USA 6230 | (DNF) | 98 | 100 | 94 | DNS | 99 | 93 | 627 |
| 103 | ROWE, RICHARD | TETLY, ROBIN | GBR 8237 | 101 | 97 | (DNF) | 95 | DNS | 98 | 94 | 628 |
| 104 | PECK, RICHARD | HAMILTON, DICK | USA 7791 | 99 | 96 | 103 | (DNS) | DNS | 97 | 92 | 630 |
| 105 | PAPADAKIS, STEVIOS | ROMEY, DUSTIN | USA 8018 | (DNF) | DNF | DNF | DNS | DNS | DNS | DNS | 678 |
| 105 | LINEHAN, COLLIN | MUUS, PAUL | USA 8698 | (DNF) | DNF | DNF | DNS | DNS | DNS | DNS | 678 |

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AN INTERVIEW WITH 'SPOT' REGARDING THE 1998 505 WORLDS

TEAM SPOT is an international dingy racing organization based in Washington, DC. TEAM SPOT consists of 505 USA 8643, driver Barney Harris, crew Jesse Falsone, and SPOT, a 1993 Ford conversion van which hauls everything around. Our newly elected 505 class North American President, Sol Marini asked for SPOT's report on 505 Worlds. This interview was conducted with SPOT himself, the namesake and transporter of TEAM SPOT. Neither Jesse nor Barney are aware of SPOT's answers to these questions.



What is the significance of the name SPOT?

SPOT SAYS: The name SPOT goes back to the late 1980's when a friend of Barney's drove an old car in the snow, drunk, and ran over a sign in the road median, ripping open both engine and transmission oil pans in the process. He drove the car until it died in a shopping center parking lot. Several weeks later Barney and his friend went back to revive the old car, and found it surrounded by an oil slick as big around as the car was long. Upon seeing this, Barney commented: "Nice Spot."

TEAM SPOT has been on the 505 scene for the past three years now. They have gradually risen from initially being a danger to themselves and others on the race course to being fodder for truly well sailed teams. Is this progression the result of a grand plan? How did TEAM SPOT get to where it is today?

SPOT SAYS: Barney is haunted by a comment made by his sailing coach during his college racing years. After finishing 8th at the MAISA mono elims, qualifying for the championships, Kings Point sailing coach Ken Legler commented that Barney finished "...right at the head of the people who don't know what their doing." This has been the case ever since. Jesse and Barney are completely hooked on racing 505s, bought a new boat, and have been sailing a bunch more than their respective significant others would like, but can not seem to break through. However, they are content in knowing that their finish in any regatta defines the break point between

competent racing and hackerism.

What do you think each others' personal strengths are?

SPOT SAYS: Jesse and Barney are an unlikely pair. Jesse grew up on LongIsland, NY, and spent his formative years sailing as crew on various big boats, and missed the whole intercollegiate dingy thing. Jesse finally saw the light in his early twenties and has raced dinghies like Interclubs exclusively since then. Barney has raced one design dinghies all his life, including col-

lege at Kings Point - on Long Island - and swore after graduation that he would never deal with anyone from that part of the country ever again.

Before sailing 505s, Barney spent all his time racing lasers and Albacores and learning upwind strategy and tactics to the exclusion of everything else; as a consequence he can not tune a high performance boat to save his life. On the 505, Barney's job is driving and adjusting, and Jesse calls all upwind tactics, both tasks for which they are ill prepared. Jesse is aided somewhat by his quality cross training in Interclubs, which really helps him work the chute from the wire. Racing the Albacore on the Potomac river with his 100 lb girlfriend Becky (TEAM SPOT MASCOT) schooled Barney on the importance of keeping his crew happy.

In some ways Jesse and Barney are well suited. For example, Jesse has no boat, no money, but likes to sail, and Barney can't stop spending money on, or time in, boats.

What sacrifices did you make to elevate your program?

SPOT SAYS: Jesse's biggest sacrifice was cashing in all those 'kitchen passes' with his lovely bride Laura, so he could race every third weekend on average throughout the year. The ultimate example was attending 505 Worlds and getting married in the same week. I am dumfounded as to how he pulls it off. After this, it had to be Jesse's toleration of racing a brand new, state-of-the-art 505 with a compass mount formed of duct tape (see photo). Barney's

biggest sacrifice was keeping his day job.



Jesse loves this boat. He would not change a thing.

What do you like best about sailing together?

SPOT SAYS: Jesse likes Barney's never ending stream of off color humor. It is why he rises each morning, straps on his harness, and does his best work. Barney really likes Jesse's tales of past conquests - so much that he re-named 505 8643's aft suction bailer after one of them. Jesse claims the sound it makes when sailing fast with a nearly dry boat is indistinguishable from the real thing.

How do you describe the mood in the boat?

SPOT SAYS: Jesse and Barney had two moods during worlds. The first is when they are doing well - hitting over 50% of the shifts, good boat speed, no break downs. Basically, they are hot and feeling good about sailing against some really good competition.... this mood lasted every morning until they reached the starting area for the day's race.

Their second mood would closely follow performance during the race. Typical ingredients: slow off the line, get rolled, tack for clear air, foul a starboard tacker, dump while doing a 720, capsize at the wing mark and right the boat only to find the spin guy is over the bow and that they sailed the wrong course anyway. An example of their



TEAM SPOT's mood on the water closely followed our racing performance.



mood at one point was directly after they dumped to windward, with Jesse, still on the wire, being towed far behind the boat; Barney instinctively grabbed the camera and captured the moment for all to see (See photo).

How much coaching did you receive before or after the regatta?

SPOT SAYS: Barney's mother continually coached him, and suggested giving up sailing, getting married, and having a mess of kids. Jesse's mom said the same thing - the difference is that he listened to her.

What is your main focus while sailing upwind in big breeze?

SPOT SAYS: Jesse is monomaniacally focused on keeping his package comfortable. Most wetsuit and harness combinations were simply not designed to accommodate a man like Jesse, so he must constantly stop to make an adjustment. This manifested itself during our most recent local regatta (WRSC's Pumpkin Patch) when, Jesse, over Barney's protests, swung in off the wire, ran to the back of the boat, and relieved himself during the second beat of the last race. He really had to go.

Barn believes the key to success in high winds are ensuring that the jib is uncleated and the trap ring unhooked before every tack however, he tests his theory every now and then just to be sure he is not falling into a rut.

What observations had you made about the sailing area?

SPOT SAYS: Well, based on our only measurement last year, the bottom is hard rock, and the depth is a bit less than 24 feet. The water is really salty compared to the Chesapeake Sewer, where we normally sail. There was no medical waste, and you could actually see the bottom in water greater than ankle depth.

Where does your 505 program go from here?

SPOT SAYS: Jesse and Barney are presently deluding each other with plans for 505 worlds in South Africa in 2000. Jesse believes that he is somehow immune to the pressures of job, kids, and a new wife, and that he will somehow make the time and find the money. Barney plans on sailing 505s long past his prime... assuming that hasn't already happened.



Training future Team Spot 505 crews.

How does it feel to race against some of the best dingy sailors in the world?

SPOT SAYS: We sponsored one night of the post race festivities - figuring that if we could not win a race, maybe we could win the party, and if not then we could definitely help others to do so. During Team Spot Night we awarded a door prize to the boats which finished directly in front and behind us. On this day, we finished in front of Ian Pinnel (Team Spot's best finish). So we awarded a shirt to U.K. sail maker and top 505 racer Ian Pinnel with the inscription "I SUCKED TEAM SPOT'S EXHAUST AT THE 1998 505

WORLDS."

In an E-mail correspondence to Jesse a few weeks later, Ian reported that the shirt is too big for him, so his girlfriend wears it to bed every night. Barney grabs the big blue ball every time he thinks of this - sometimes twice.

What is the significance of your boat's name "Tossed Salad"?

SPOT SAYS: Jesse gets the credit for "Tossed Salad". This came about after Barney watched a television special regarding prison life. Several inmates were interviewed on camera, during which they gave a shockingly frank and explicit description of their interactions. Barney described this to Jesse, who was fascinated, and could not stop making references to it. Jesse would say things like "...now you owe me a tossed salad..." and we would not even be in a restaurant. The boat is also green, we capsized a lot, seemed to fit.

RACING
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505 USA 8643 "Tossed Salad"
Albacore USA 8011 "Ethnic Cleanser"
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NEWS OF THE WEIRD!

A NOT SO DRUNKEN OUTING: How I spent a recent Sunday helping to rescue a 505 from the depths of the Chesapeake.

Perhaps the best place to begin this tale of rescue is with a few images that I will not soon forget. It is a chilly fall, grey day. It is not blowing all that hard. But it is breezy for the Chesapeake, with a 10-15 knot Northwesterly. The temperature is in the 60s. The 505 is on its side, sinking fast, looking like a dead white shark that's gone belly up. Ali Meller is in the water. He is wearing a blue hat, wet suit, life jacket -- the usual sailing gear -- and grinning. Now mind you, I am fucking cold just standing on the whaler, alternately driving and trying not to run Ali over and then taking orders from Barney Harris, who informs us he once ran a small boat salvage operation in High School. But it is the image of Ali that I cannot get out of my mind. He volunteers to jump in the water, starts tying orange buoys to the hull to prevent it from sinking, dives down to investigate whether the last rescue crew attached an anchor line.

At one point, Ali goes under for so long -- just swimming around, checking out the situation -- that Barney shows a bit of worry. I wonder if we will ever see the guy again. Ali is in the water for over an hour. When we finally get the boat going, and on its way in, Ali takes a comfortable seat near the transom. We are towing the boat in backwards. He could not be happier. I am simply pleased we are headed in and have not left the boat for salvage. But Ali looks like he would chose to be no place else on earth. When we are safely within the river and it's clear that all is well, he calls up to us for a beer. Barney slips a Bud Light into a plastic container and floats it back on a tow line. At one point, he grabs an extender line. Ali grabs the beer out of the water, and cracks it open and flashes the grin of victory.

The day had started with the promise of some great sailing. Just a week after the worlds, we managed to turn out ten boats for the West River Sailing Club's annual Carl Miller regatta Oct 3-4. Saturday conditions were light and frustrating. But Sunday brought wind. Peter Epstein had driven his vintage Parker down from Toronto for the occasion and seemed pumped for the event. But by day's end, the boat showed signs that it was literally not sea worthy. The tanks filled up with water and the boat all but sank on the race course. The race committee could not figure out a way to tow the boat back in, so they transported Peter and his skipper back to dry land. Pe-

ter bought the boat for a dollar, and he had little expectation he would see it again. He hoped we could salvage some of the equipment.

The ride out on the whaler is bumpy and wet. Barney and Ali crack open beers. I drive. After hitting a rough spot, Barney asks, "Have you ever driven one of these things before?" Peter's boat is just outside and downwind from the mouth of the river. I'd say it's in 8-12 feet of water. We drive around the boat to assess the damage. Three quarters of the hull is submerged. After Ali dives in, he attempts to right the boat. Each move he makes forces the remaining air pockets from the tanks. At one point, the boat is completely submerged,

with only the mast sticking out of the water.

The basic plan, hatched by Barney, is to tie a line around the front of the CB trunk and then run it through the transom and tow the dead 505 backwards. But once we get everything hooked up and begin to tow the hull stays put like a huge sea anchor. We are convinced that the race committee must have anchored the hull. We look everywhere. Ali dives to the leeward/underwater side. We learn later that no anchor had been attached, which we eventually figure out.

We get the boat going and back to shore through a combination of luck, timing and
continued next page...


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Allan Freedman, 33, author. Voted part of the most cultured 505 team at the Hyannis worlds. Biggest lament: Regrets 505 class decision to veto hosting Gilbert and Sullivan production at the next worlds.

505 4134, Parker. Registered by J. Margary/G. W. Cooke in Great Britain in 1971. Moved to Bermuda, and eventually to Toronto Canada, bought by Peter Epstein in March of 1998 and gradually being rebuilt and reriged.

Allan Freedman

1998 505 East Coast Championships

The 3-day 505 East Coast Champs was held last weekend at the Hyannis YC (site of the 1998 Worlds). About 26 boats registered. A cold front on Friday brought plenty of wind (15-20 knots) and a light rain. The weather on Saturday was about as good as it gets with sunny skies, temps in the low 80's and winds at about 15 knots. On Sunday a nice sea breeze came through at about noon and built to around 12 knots just as everyone sailed in at 2 PM. Tim Collins and Bill Smith won the event by sailing with consistency which was important because there were no drops in the seven race series. Nick Trotman and Mike Mills were tied with Collins/Smith going into the last day. A 12th on Friday hurt Trotman/Mills despite winning two races and finishing very well in other. Collins/Smith beat Trotman/Mills in both races on Sunday to secure the win. Tyler Moore and Scott Ikle were close to the leaders in points and finished third. The top three boats had fantastic boat speed and tactics in all conditions. Canadians Jeff Boyd and Martin tenHove had a superb second day of racing to secure fourth and Barney Harris and Jesse Falsone came back from a poor start to place fifth.

Jesse Falsone

trial and error. At one point, Barney gave me the impossible task of holding the tow line so I could keep it exactly lined up with the engine. I act like a human hitching post. Only one problem: I could not hold onto the line. In the end, and after much protestation on my part, we cleat it off. Ali keeps the boat level - going from wire to wire - just long enough for Barney to pick up speed in the whaler and pop the boat out of the water. We generate enough lift that the water flows out of the boat. Ali smartly empties one of the side tanks and water flows out, providing even greater buoyancy. He then empties the other one. Within a few minutes, Ali is sitting comfortably near the transom, dry as a bone, looking as if he is ready for that beer.

The players:

Barney Harris, 38 plus or minus, known engineer, former salvage operator. Greatest weakness: Albacore sailing.

Ali Meller, 40, recently released from St Elizabeth's and a Navy Seal wannabe. Heard muttering under water: But if I don't write the press release, who will?

| Pos | SAIL # | BOAT NAME | SKIPPER/CREW | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | TTL |
|-----|--------|-----------------|---------------------|----|----|----|----|----|----|----|----|-----|
| 1 | 806 | THE PUMP | COLLINS/SMITH | 2 | 4 | 3 | 4 | 3 | 4 | 1 | 2 | 23 |
| 2 | 8610 | THE GREEN ROOM | TROTMAN/MILLS | 1 | 1 | 12 | 2 | 2 | 2 | 3 | 3 | 26 |
| 3 | 8629 | RAY BAN | MOORE/IKLE | 3 | 2 | 2 | 3 | 5 | 7 | 7 | 1 | 30 |
| 4 | 7 | | BOYD/TENHOVE | 11 | 6 | 7 | 7 | 1 | 3 | 4 | 6 | 45 |
| 5 | 8643 | TOSSED SALAD | HARRIS/FALSONE | 8 | 13 | 4 | 6 | 8 | 5 | 2 | 5 | 51 |
| 6 | 8083 | BASS MASTER | FOWLER/DYSON | 4 | 5 | 8 | 8 | 6 | 1 | 16 | 10 | 58 |
| 7 | 8191 | | NELSON/EWENSON | 13 | 8 | 11 | 1 | 9 | 8 | 6 | 7 | 63 |
| 8 | 8263 | BLUE DUMPSTER | MELLER/CRANE | 6 | 9 | 13 | 11 | 15 | 9 | 5 | 4 | 72 |
| 9 | 8012 | | H. AMTHOR/D. AMTHOR | 9 | 3 | 10 | 12 | 13 | 10 | 12 | 14 | 83 |
| 10 | 7092 | | ELLIOTT/KILGORE | 10 | 10 | 6 | 17 | 4 | 6 | 20 | 13 | 86 |
| 11 | 8442 | | MORRIN/HOFFMAN | 15 | 7 | 5 | 15 | 11 | 12 | 15 | 11 | 91 |
| 12 | 6821 | POCKET ROCKET | PEVEAR/AASE | 5 | 11 | 16 | 5 | 7 | 14 | 24 | 21 | 103 |
| 13 | 8194 | KATIE BEAR | KIVNEY/CHAMBERLIN | 7 | 14 | 15 | 14 | 10 | 16 | 22 | 17 | 115 |
| 14 | 8013 | | SMITH/THOMPSON | 12 | 17 | 19 | 10 | 12 | 13 | 10 | 25 | 118 |
| 15 | 610 | | WADLOW/WELCH | 14 | 19 | 17 | 13 | 18 | 17 | 9 | 24 | 131 |
| 15 | 8689 | | GREY/KIVNEY | 17 | 15 | 14 | 9 | 16 | 19 | 21 | 20 | 131 |
| 17 | 8085 | FLYING DUTCHMAN | DE LA RIE/FREEDMAN | 16 | 16 | 18 | 19 | 14 | 18 | 17 | 15 | 133 |
| 18 | 8645 | | ENGLERT/HUNTSMAN | 30 | 12 | 9 | 23 | 30 | 30 | 11 | 12 | 157 |
| 19 | 7318 | DUMP TRUCK | ZANI/ALARIE | 30 | 30 | 1 | 30 | 30 | 30 | 8 | 8 | 167 |
| 20 | 8813 | | MUSELER/KIRKPATRICK | 30 | 30 | 30 | 16 | 17 | 15 | 19 | 16 | 173 |
| 21 | 8060 | | SHELL/SPOTSWOOD | 30 | 18 | 20 | 20 | 21 | 20 | 23 | 22 | 174 |
| 22 | 7876 | SUPER SPANK | CHARIF/GODE | 18 | 20 | 30 | 22 | 22 | 22 | 18 | 23 | 175 |
| 23 | 6985 | | M. BRETON/D. BRETON | 19 | 30 | 30 | 18 | 19 | 30 | 14 | 18 | 178 |
| 24 | 8190 | | ROSENFELD/MOORE | 30 | 30 | 30 | 30 | 30 | 11 | 13 | 9 | 183 |
| 25 | 7796 | BOOTUM | ASHBY/ADAMS | 30 | 30 | 30 | 21 | 20 | 21 | 25 | 19 | 196 |
| 26 | 8660 | | NEFF/MATTISON | 30 | 30 | 30 | 30 | 30 | 30 | 26 | 30 | 236 |
| 27 | 8311 | DRIVE | YINDRA/McCARTHY | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 240 |
| 27 | 8233 | | BERTRAND/MARD | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 240 |
| 27 | 4936 | MUD SHARK | LIESEGANG/ANDERSON | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 240 |



REGATTA REPORTS

Hyannis 505 Hospice Regatta, August 15 & 16, 1998

A high pressure positioned just SE of Nantucket made for some interesting and difficult conditions; chop/slop (similar to a summer day on the Chesapeake) combined with an occasional high-speed ferry and leeward mark roundings with the J-22's. Race #1 started in 5-6kts, SSW, and by race #3 it had backed to the South and built to 13 kts. or so. The Alarie/Zani team had it figured out with finishes of 1,2,1, to become day one leaders. Equally impressive were Team Spot (Falssone/Harris) finishing 3,1,2.

Day two - Same high pressure as Sat. just weaker, race 4 started in 5-6kts. SSW, and built to maybe 10 kts. by race 6, again back-

ing to the South. The chop wasn't nearly as brutal as Sat. Race 4 & 5 went to Smith/Collins (3rd after Sat), a couple of 4th's by Alarie/Zani, combined with Dyson/Fowler 2,3, brought the top four within four points of each other for the last race. Dyson/Fowler jumped out to an early lead but were not able to put enough boats in between themselves and Alarie/Zani to take the win. Alarie/Zani were able to hold off Smith/Collins and Team Spot for the narrow victory. Special thanks to the Hyannis Yacht Club for supporting the 505 Class prior the NA's and World Championships to be held at HYC in September.

Tim Collins

PUMPKIN PATCH REGATTA REPORT

Each year, West River Sailing Club wraps up the 505 sailing season with the Pumpkin Patch regatta in late October. The two-day event, held this year Oct. 17-18, is known for chilly early fall conditions and ample breeze. This year, however, the Pumpkin saw a bit of Indian Summer and conditions that seemed more late summer than early fall, with a mix of light-air marginal trapezing and a glorious picture perfect sea breeze that was more than an ample bookend to a great season of racing.

Turnout was light to moderate, with a total of 9 competitors all hailing from Fleet 19. Seven boats were on the start line Saturday and eight made it out Sunday, with a few racers opting to sail only one day. Some familiar and not so familiar faces included Mark Freedman sailing with Bob Hill, Clayton James sailing with newcomer Burt Snider, Peter Mignery teaming up with (Canadian import) Peter Epstein, Ali Meller and Steve Lieberman (who now seems stoked to buy a 505), Tom Price and Eric Johnson, Rene de la Rie and Allan Freedman, the brothers Breton, Mike Breton (sail-

| PL | CREW/SKIPPER | SAIL # | R1 | R2 | R3 | R4 | R5 | R6 | TTL |
|----|---------------------------------|--------|----|----|----|----|----|----|-----|
| 1 | PETE ALARIE/MIKE ZANI | 7318 | 1 | 2 | 1 | 4 | 4 | 2 | 14 |
| 2 | BILL SMITH/TIM COLLINS | 806 | 2 | 3 | 5 | 1 | 1 | 4 | 16 |
| 3 | JESSE FALSSONE/BARNEY HARRIS | 8643 | 3 | 1 | 2 | 2 | 3 | 5 | 16 |
| 4 | DAVE DYSON/NEIL FOWLER | 7 | 4 | 4 | 3 | 3 | 2 | 1 | 17 |
| 5 | WOLFGANG CHAMBERLAIN/TOM KIVNEY | 8194 | 5 | 6 | 6 | 8 | 6 | 6 | 37 |
| 6 | RICK ?/DAVE SMITH | 8013 | 8 | 7 | 4 | 10 | 7 | 3 | 39 |
| 7 | ALAN FREEDMAN/RENE DE LA RIE | 8085 | 6 | 5 | 7 | 7 | 8 | 7 | 40 |
| 8 | HANS GOTE/BRANDON CHARIF | 8629 | 7 | 8 | 8 | 5 | 5 | 9 | 42 |
| 9 | SOL ?/STERG PAPDAKIS | 8018 | 13 | 9 | 10 | 9 | 9 | 8 | 58 |
| 10 | MARK MCCARTHY/CHRIS YINDRA | 8311 | 9 | 13 | 13 | 6 | 10 | 10 | 61 |
| 11 | FRANK THOMPSON/GERARD KIVNEY | 7200 | 11 | 10 | 9 | 11 | 11 | 13 | 65 |
| 12 | MATTY ?/DAVE CHATHAM | 8024 | 10 | 13 | 13 | 13 | 13 | 13 | 75 |



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REGATTA REPORTS

ing Ali's waterat) and Les Crane and, of course, Barney Harris and Jesse Falsone.

Saturday seemed at first a disaster in the making. Conditions were dead calm as competitors arrived to rig up and head out. But around noon, a gentle 5-8 knot sea breeze filled in and the RC was able to fire off three short, triangle windward leeward windward races. The team of de la Rie/Freedman, with two weeks of sailing the worlds under their belt, came out swinging with three bullets. The team combined conservative tactics and consistent boat speed.

In race one, despite a less than winning start, the team hit a nice left shift halfway up the first beat, wound up on the inside of the shift and rounded the mark first, never looking back after that. In race 2, the competition was quite a bit closer with Meller/Falsone (sailing with Ali Saturday and Barney Sunday). Price/Johnson and de la Rie/Freedman rounding mark one in a tight pack. De la Rie/Freedman passed Price/Johnson at the jibe mark and after a brief equipment failure stayed close to Meller/Falsone (sailing the Kiss Rondar) passing them on the upwind leg.

On Sunday, a picture perfect 505 day with ideal 10-15 knot southerly sea breeze conditions, de la Rie sailed with Monty Schumpert, and Harris was on the race course with Falsone. In race one, de la Rie/Schumpert dropped to fourth, but managed to take a second in race two, securing a win for the series, which this year served as the Fleet 19 Fleet Championship. Harris and Falsone breezed to two bullets, and were never seriously challenged all day. Ali sailing the KISS, which was suffering all weekend because of a leak, finished second and Dylan and Matt Breton finished third.

Allan Freedman

1998 Pacific Coast Championships Regatta Report August 29-30 Richmond YC.

18 Boats with 36 members of the 505 class sailed in the 1998 505 PCC's held at Richmond Yacht Club on the always dependable San Francisco Bay. The weather was ideal with steady 20-knot breezes on Saturday and 25 knots on Sunday. Craig Perez once again did a super job organizing the event. With every detail thought out including snacks for the boys while loading the container on Sunday. The race committee did a great job with running the races and setting the course. The Race committee chairman said that when she saw half

the boats carrying chutes on the reaches and half not that she knew the angles were just right.

Three races were sailed Saturday. Race 1 was held in a 15 knot building breeze. Mike & Howie had jets off the line and first beat to lead the whole race. Dave and Bruce took second, and new SoCal fleet addition Andy Zinn brought Danny Thompson performance to the top pack with a third in race 1. For race 2 the wind had built to 18 knots. Andy & Danny showed that race 1 was no fluke

by gaining a 50 yard lead on the first beat. Mike & Howie after rounding the top mark in 5th

were able to roll a few boats on the reaches and round the Leeward mark in 2nd. Andy & Danny had spinnaker problems after the rounding and fell to third. Mike & Howie were able to hold everyone off until the finish. Andy & Danny with blinding reaching speed were able to work back to 2nd and Jim and Jeff were third. Race 3 brought more wind yet. Mike & Howie lead at the top mark, the next reach was a real smoker. Mike & Howie had to strip their Kite but Dave & Bruce, and Andy & Danny were able to carry their chutes. Andy & Danny again had blazing speed and lead at the leeward mark. They however hit the next weather mark, which gave Dave and Bruce an insurmountable lead. A wire to wire Jybing dual with Mike & Howard down the run caused Andy & Danny to crash and swim at the leeward mark, and cause Mike & Howard to have an ugly late drop. Jim and Jeff on the other hand sailed a perfect run to move into second.

Sunday brought more wind with the first race sailed in 15 to 18 knot breeze. Again Mike & Howard lead the entire race to finish first, with Dave and Bruce again hot on their heels, and Jim and Jeff not far behind.

This gave Mike & Howard the regatta. Only Dave and Bruce could tie them if they won the final race and Mike & Howie got third or worse and that is just what happened. In 25-knot breeze Andy and Danny took an early lead, but broke a trapeze line on the first beat and retired. This left Dave and Bruce to once again show off their big breeze ability and win the race easily. Jim and Jeff left Mike and Howard swimming on the run to finish 2nd and 3rd respectively. Alex Mehran & Chrisa Harris pulled

off an impressive 5th in the windy race to show a glimpse of their bright 505 future.

So the Regatta ended in a tie with

the breaker going to Mike & Howie to remain PCC champions for another year.

Mike Martin

Whale of a Sail Regatta

Well, the informal group of midwesterners I call the 'Ballenger' group (even though not all are Ballengers) got together at Whale of a Sail at Carlyle Sailing Association in Illinois this past weekend. This is an annual even held at CSA every year and they haven't seen a 505 there in quite some time. Rick Blase and Rick Blase (Rick Squared - TEAM PIRATE) in The Wild Ride, Marcus and his girlfriend Naomi in Voodoo, and Geoff Cashman from Indiana University Yacht Club and Allan Brown from Chicago Corinthian Yacht Club brought his boat Ballenger US6663 down from Chicago. Geoff drove and Allan crewed.

Saturday's skippers meeting was interesting as there were 128 boats at the regatta. Cabin cruisers, Stars, 470's, Y-Flyers, Thistles, Lasers, Sunfish, etc. Of course, we were promptly informed that the race would be delayed due to lack of wind,

| PL | CREW | DRIVER | SCORES | | | | | PTS |
|----|-----------------|---------------|--------|-----|-----|-----|-----|-----|
| 1 | MIKE MARTIN | HOWARD HAMLIN | 1 | 1 | 3 | 1 | 3 | 6 |
| 2 | DAVE SHELTON | BRUCE EDWARDS | 2 | 4 | 1 | 2 | 1 | 6 |
| 3 | JIM MALONEY | JEFF MILLER | 4 | 3 | 2 | 3 | 2 | 10 |
| 4 | BRUCE TILLEY | ANDY BECKMAN | 6 | 5 | 5 | 4 | DNF | 20 |
| 4 | RICHARD MUNDELL | ROBIN BROWN | 5 | 6 | 8 | 5 | 4 | 20 |
| 6 | ALEX MEHRAN | CARISA HARRIS | 8 | 9 | 6 | 9 | 5 | 28 |
| 7 | ANDY ZINN | DAN THOMPSON | 3 | 2 | 7 | DNF | DNF | 31 |
| 8 | BEN BENJAMIN | NICK ADAMSON | DNF | DNF | 4 | 6 | 6 | 35 |
| 9 | ALAN NORMAN | ELEN ABLow | 7 | 7 | DNF | 7 | DNF | 40 |
| 10 | MATT SANDERS | BRYAN LAYGAY | 9 | 15 | 9 | 10 | DNF | 43 |
| 11 | BRUCE FLEMING | STEVE ANDERES | 11 | 11 | 11 | 12 | DNF | 45 |
| 12 | PER JACOBSON | JOHN HALEY | 10 | 10 | 10 | DNF | DNF | 49 |
| 13 | GREG SORRELLS | AARON ROSS | 14 | 13 | 12 | 13 | DNF | 52 |
| 14 | KEVIN HAGEN | DOUG HAGAN | 13 | 12 | DNF | 14 | DNF | 58 |
| 15 | TOM BURNARD | LAN PLUMBLEY | 12 | DNF | DNF | 11 | DNF | 61 |
| 16 | DAVID BYRON | CHRIS KLINE | DNF | DNF | DNF | 8 | DNF | 65 |
| 16 | GREG GUMP | GARY RUGGLES | DNF | 8 | DNF | DNF | DNF | 65 |
| 18 | PAUL SHIPLEY | PAUL VON GRAY | DNF | 14 | DNF | DNF | DNF | 71 |



REGATTA REPORTS

which turned out to be the order of the day. Lunch time brought out the FREE beer of which us 505'ers were more than happy to take advantage of. During Saturday night's raffle, Rick (the smaller) won a gear cart a paddle. When queried as to why a 505er would need a paddle, he merely looked at the questioner with a stare and said, "this isn't a paddle, its a whoopin' stick". The 'whoopin' stick' would have been handy as TEAM PIRATE on starboard tack was nearly t-boned at the start by an E-scow on Sunday.

Sunday dawned bright and clear with a hint of a breeze. Everyone made it out of the harbor and to the committee boat in light wind which promptly died once there. With the hoisting of the delay flag, the 505'ers made themselves known, by forming the 505 Atoll (all three boats held together) while Marcus's original composition of "No Wind" sung in Spanish was an immediate hit.

Eventually a 5 knots wind came up and the race was on! Geoff/Allan managed a good clean air start at the port side pin and never relinquished the lead to us lesser

505's. Geoff/Allan rounded the windward mark well ahead and was off chasing the E-scow and Thistles. As Marcus/Naomi rounded the mark, Rick/Rick pulled to within 4 boat lengths on good tactical calls from Rick (the smaller). Rick/Rick finished sixth with Marcus/Naomi only a minute and twenty or so seconds behind. We all caught and passed Y-Flyers from the previous start and beat many lasers, sunfish, etc. who were sailing the shorter course.

While not exactly on a par with the worlds or a 'true' 505 regatta, we all had fun and answered many questions about the 505. We all left believing that the 505'ers were noticed. Thanks to Geoff who loaned us a spinnaker pole so Rick the smaller could tell me he told me so. All right, it does reach better with a properly sized pole. I admit publicly, he told me so, (now get off my case and donate to the fund). Marcus/Naomi sailed very well for a first time race and refused to take part in the Missouri tradition of capsizing in the first race as did TEAM PIRATE at last year's Hoosier regatta. They will only get better. Allan, thanks for driving in from Chicago. Sorry

about the wind, but it was a pleasure meeting you. Others may chime in, but this is my story and I'm sticking to it. That includes any comments directed to TEAM PIRATE's cigar smoking.

RICK US 5815 'the Wile Ride'

Midwest - Gim Hobelman (open class regatta)- Chicago - August 1&2

All 5-0-5 regattas are good in their own way, each has it's high points even if it gets down to only being able to spend a weekend sailing the greatest boat ever designed and built - The International 5-0-5.

In the case of Gim Hobelman - 1998 we didn't need to rely on only a great boat, such

RACE RESULTS

| PL | SKIPPER | CREW | PTS |
|----|------------------|----------------|-----|
| 1 | KI KAISER | JOHN BADTKE | 9 |
| 2 | RENKA GESING | ADAM GESING | 9 |
| 3 | GRAHAM ALEXANDER | BRIAN RICHMOND | 9 |
| 4 | DAVE STETSON | JEFF CASHMAN | 10 |
| 5 | JIM TUTEN | NATE BROWN | 21 |
| 6 | ALLAN BROWN | JOE STOODLEY | 25 |
| 7 | JIM COLEBROVE | CHARLIE ROY | 25 |
| 8 | PHIL TERMAN | SUE GILLES | 27 |

as the 5-0, to have a great time. Those who have been at this game for a while, as I have, know that a bit of a breeze for two days in a row on a weekend in early August on southern Lake Michigan occurs about only once or twice in the span of a 5-0-5er's life. Well it happened this very weekend. The result was that everybody had their 'race legs of glory' and a real good time. Jeanette (5-0-5 Kaiser) did her thing from her new 'Jeanette's Kitchen' and fed the hungry teams. The club invited us to return and all were highly impressed with the boat. Many stopped by before and after each day of racing to see "what these things look like up close". This regatta marked the first for our newly forming Chicago 5-0 fleet. With the support demonstrated by all those who traveled to participate in the regatta and join in the fun, the club was highly impressed. So I want to especially thank those who traveled afar. You can see who they are from the regatta standings. And check out these results! One better mark rounding or tack by any of the boats could have well shifted the points enough to give totally different standings.

More than 'good boat' thing came from the regatta. We all know this because of Ali's superior skill and effort, but it was warming to have several people come up to me and say "5-0-5, WOW! Your web page is absolutely **Awesome**"!!

Good Sailing to All!!

Ki Kaiser

22-23 August 1998, South Port Sailing Club, (Windsor) Ontario

Right up front, let me give the credits. Renka and Adam Gesing have shown their incredible side again. They pulled together an amazing regatta from scraps. Their club, The South Port Sailing Club, was host to this event and the club also simultaneously hosted its annual Invitational Regatta for keelboats. Therefore, the Gesings had to pull together meals, committee boats, marks, and race committee. They did have a bit of financial security added by Huron Valley Steel Corp., a car recycling company from

HARKEN RONSTAN HOLT ALLEN

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RWO YALE MARLOW SAMSON



REGATTA REPORTS

the Detroit area and employer of Adam. The marks were borrowed from the Indiana U. Sailing Club. The race committee was a patchwork of SPSC members and imported dignitaries, headed by Carol Alexander (wife of Graham, mother of Brooke and Claire, and prominent Windmill sailor at the same time, almost) as Race Committee Chair. Though the committee lacked GPS and VHF, they didn't lack SMARTS, so the races evolved smoothly (with the help of one high-level competitor dragging marks between races. Try this at the Worlds, Hugh! I dare ya! Nudge-nudge, wink-wink). All of these pieces came together and it worked!

One other bit of documentation/credit. This regatta redefined the 'Midwest' as all space between the East Coast and the Mississippi River, almost. Of course, this is in line with the cartographic considerations, and this is the way many of us Midwest 5-ohers have always seen it, but this was the first year in many that most of the territory was represented. Apparently, Windsor is the place to hold this event. We had crews from Montreal to Chicago, and many locales in between, 20 in all. That makes this

the best-attended Midwest Champs in the memory of the geezers whose memory is starting to go. We also had seasoned crews in hot boats and new-comers in classics. We were joined even by John and Krista Zarling, grad students from Michigan Tech (on the UP, 12 hours north-by-west of Detroit) who entertain the notion of joining the fray. They volunteered to drive the gate boat, and they got a taste of 5-ohing in 15-18. They're pumped.

Now to the racing. Saturday morning, we rigged with a nice northerly blowing at 10-12 mph with low clouds/old fog rolling through. By the start of the first race, the wind moderated to 1-5, with puffs to 6 in patches. This placed a huge premium on clear air and acceleration post tacking. Hugh Morrin/Michael Hoffman broke clear immediately after the start of the first race, developed substantial speed, and separated themselves from us mortals. Brooke Hamilton and Jeff Boyd (Jeff was for the absolute first time crewing in a 505 regatta) latched onto the green boat's wake and hung in well. I somehow did a few things correctly and snuck in for third in the second

the club sponsored a chili/salad dinner, and we hung around chatting.

Sunday was different, at least in some respects. A weak front went through during the night, leaving us to rig in a light southwest. The weather services forecast 10-15, building to 15-25, and, believe it or not, that is what we got for the next four races, each of about 50 min. duration. Because of the wind's direction, the waves were quite modest. In the first race, we had one great demolition derby at the leeward mark the second time around. It was kind of fun to catch glimpses of it going on behind me. That situation and these four races gave several crews a chance to practice the ability to recover from a capsize. There was some incentive to do it correctly because the deepest part of Lake St. Claire is 18 feet (6 m) deep. Where we sailed, the depth was more like 10 ft. (3 m). Nevertheless, consider the conditions: planing to windward in 15-20 consistently (a few puffs higher, rare lulls), exhilarating off-wind rides, air temps in the low 80's, water temps in the high 70's, bright sun, good old friends, good new friends ... This is 5-ohing!

Hugh Morrin left no doubt that this pilot of rotary-winged and horizontal fixed-winged craft can also pilot a vertical-winged craft, with the able assistance of Mike Hoffman. Jeff Boyd, a 505 skipper of considerable renown, a past-commodore of Kingston Yacht Club, an international sailing coach, and principal in the Canadian America's Cup effort, showed the he can learn a few new tricks, though he was heard to mumble something like "never again." He and Brooke made an effective crew. Shona Lovshin-Moss, an outstanding Olympic Canadian in Europe dinghies but a 505er at the core, and hubby Steve Lovshin showed speed and consistency to place third. OK, I will begrudgingly grant that the Canadians did well on their home water, taking the first four places, six of the top ten, but hey, "our dollar's bigger 'n your dollar!" But seriously folks, the best crews were just that, and it was good to have the Midwest Champs include them, finally.

Non-5-ohers please note: several novice teams were present in non-SuperBoats and they were in the thick of it. There were four female drivers, two in the top four, two more females crewing, and one thirteen-year-old skipper (Barrett Rhodes). There is room for all who want to join us.

More power to ya! Therefore, more vang!

Dave Stetson

sally lindsay's

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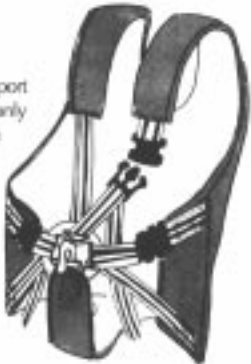
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REGATTA REPORTS

Another Narrow Victory for Team Mclube at the High Sierra Regatta.

13 teams from all over the West Coast traveled to the High Sierra Regatta over the weekend of July 11, 12. The High Sierra Regatta is sailed on Hunting Lake which is at an altitude of 7000 feet in the Sierra Nevada Mountains. It has beautiful scenery and cold clean water that is runoff from the melting snow capped mountains that that surround the lake. Because of the location, it is not only a regatta but a camping trip as well. Each morning you would awake to the brisk 40-degree mountain air, however by 10:00 the temperature would soar into the 90s. This was the final event in the Qualifier series for getting into the SeaLand sponsored container to the Worlds in Hyannis. So several teams were fighting hard to ensure there spots in the container. Guest Stars this weekend included 5 time 18 foot Skiff World Champion Trevor Barnabus, who crewed for Danny Thomson.

Two races were scheduled for Saturday and one on Sunday. The course was around fixed marks placed around the lake, but are generally in a windward-leeward

configuration. Saturday morning's race was a bit of a fiasco. For the first start less than half of the fleet made it to the start on time. The remainder of the boats started in the following few minutes. Mike and Howie crossed the finish line first, but to silence. The silence was repeated for almost every boat in the fleet, until Bruce Tilley and Andy Beckman crossed the line. Upon arriving on shore for lunch, we all found out that apparently the first start was a general recall. However no one in the fleet heard the

| PL | CREW | SKIPPER | SCORES | PTS |
|----|-----------------|----------------|-----------|-----|
| 1 | MIKE MARTIN | HOWARD HAMILN | OCS 1 1 | 16 |
| 2 | BRUCE TILLEY | ANDY BECKMAN | 1 2 OCS | 17 |
| 3 | DAVE SHELTON | BRUCE EDWARDS | OCS 4 2 | 20 |
| 4 | MATT SANDERS | BRIAN LARGAY | OCS 3 3 | 20 |
| 5 | TREVOR BARNABUS | DAN THOMPSON | OCS 7 4 | 25 |
| 6 | BRUCE FLEMING | STEVE ANDERES | OCS 5 6 | 25 |
| 7 | ?? | JOHN BROOME | OCS 9 7 | 30 |
| 8 | JIM WATERS | ASHLEY TOBIN | OCS 8 9 | 31 |
| 9 | CRAIG PEREZ | STEVE | OCS 10 8 | 32 |
| 10 | BEN BENJAMIN | NICK ADAMSON | OCS DNF 5 | 33 |
| 11 | ALLAN NORMAN | ELLEN ABLOW | OCS 6 OCS | 34 |
| 12 | ERIC WILLIS | WENDY HERZBERG | OCS 11 10 | 35 |
| 13 | KIRK WILSON | CHUCK ALLEN | OCS 12 11 | 37 |

signals or saw a flag. Bruce and Andy were the last ones to cross the starting line 5min and 10 seconds after the first start, which was only 10 seconds late for the real start. As a result, they finished first and the rest

of the fleet was scored DNS. With only three races and no drops it seemed that they had the regatta sewed up after only one race. After a nice lunch break, the fleet sailed out for race 2. This race was much less eventful, with every starting correctly. The light shifty conditions lead to some tight racing with Mike & Howard winning the race and Bruce & Andy securing their hold on the regatta with a second. Lots of places changed during the race offering exciting racing to everyone. After racing everyone enjoyed the great out doors.

Sunday had again very typical conditions for the lake. We had 1 long race with again Mike and Howie ahead followed a hot battle between Dave & Bruce and Bruce & Andy. The Santa Cruz Bruisers were able to work their way into second with Bruce & Andy who crossed the line third. However in a shocking irony there was silence as Bruce & Andy crossed the finish line. They were OCS in the final race when all they

had to do is finish the race to win the regatta. This mistake gave Mike & Howie the victory. Bruce & Andy's other finishes were good enough to give them 2nd overall with Dave & Bruce in third.

Mike Martin

505 Pudget Sound Regionals, August 15-16

Although the area has as many as 36 boats only 6 boats showed for the races. The regatta was held in Oak Harbor on Whidbey Island, and the weather was perfect. The winds were between 12 and 20 knots for the two days and the wave action was not too bad with 2 to 3 foot swells.

The competitors consisted of John Dean / Alden Riley; Peter / Alan, Paul Vongrey / Peter, Sue / Alexis, Doug Jensen / ???, and Tim Moser / Jason Clark. Some of the last names are not present on the results, so you guys know who you are....

Both days held very close racing. In the first race the six boats were split in two groups. Paul took first; Peter second, and Tim third. Tim and Jason could be heard all over the course with their boom box blasting the music. The next two races of the day Tim took the firsts with Paul chasing him in second, and Peter sweeping in the thirds. The day ended with a catered diner on the dock; and Paul and Tim tied for first, and Peter in third.

Sunday's racing was that of humor and

tactics. The humor first began as Tim and Jason made a quick trip to Ace to pick up some tell-tails, and returned with flags. So on the port shroud hung an "I love sailing" flag, and from the starboard shroud hung the good old "Jolly Roger". The racing conditions were the same only with a shorter and wider course. This enabled for two long reaches. Race one started with all the boats on the line and grouped together. The boats soon spaced themselves out and left Paul and Tim battling it out in the front, with Paul leading. However on the last down wind leg they raise the shoot...sideways. Needless to say it was a Kodak moment. Being the young spunks we are we figured "What the hell we might as well leave it up..." We passed Paul on the reach to the finish. Tim took first, Paul second, and John Dean third.

The next race of the day was very close. It was the longest course and the most disappointing for Tim and Jason. The pair soon took the lead to the weather mark. But suddenly came to a stand still...literally. Because of the fact our boat is a bag boat it is very easy to do this.... We lost the spin

under the boat. It had fallen out on the hoist and just stopped us dead in the water. So while we tried to drag the sail out from in the centerboard trunk, and from under the boat, we watched all the boats sail on by. Peter took first, Paul took second and John Dean took third.

The next two races were a shorter course and a lot more competitive. Despite their best efforts Tim took second to Paul in the next race. Paul finished first, Tim second, and John Dean third. The last race of the day was the tie breaker. All racers were packed together through out the race. Tim took first, Peter second and Paul third. It was a close finish and was within seconds of each other. All together Tim Moser / Jason Clark took first. Paul Vongrey / Peter took second, and Peter / Alan took third.

I would like to say thank you to all who sponsored this event, and to Paul and Sue for planing out the regatta. It was very competitive and good sailing, and hope to see more boats out on the water in the future.

Tim Moser - US-6291



505'S FOR SALE IN NORTHAMERICA

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 160; All wood 1955 Fairey Marine, possibly the oldest surviving 505 in the US; Beautiful cold-molded mahogany, Will trade for Laser or Sunfish or Escape; Kept Stored - All complete but needs work, 268 lbs rigged; 175 sq. ft sail area; 180 sq. ft. spinnaker. Includes spinnaker, trapeze, jib, jib sheets, main, mainsheet, rotating hollow wood mast, wood boom, lots of blocks and gear. \$900 OBO. Call (813) 899-1659 email: rhicks@doldatacomp.com. FL

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 3588; Parker, with trailer, new cold molded western red cedar foredeck, new okume plywood transom, Proctor D section mast in good shape. Jib almost new, main and spinn. fair. A lot of brand new Harken blocks, New Proctor spinn. pole, new hall-yards. Great for beginner. Asking \$1500 or

trade for Laser. Contact: RDWATSON1@JUNO.COM

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).

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

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

CAN 4424, Parker, Launcher, Top Cover, Cdn \$1500, Call Tibor Kamon at (604) 325-3215, Vancouver BC

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, fiberglassed blades; fitted boat cover; 2 part trailer. The yard dolly mates into the road trailer for traveling. \$2600 Cdn. Jeff Hayes in Toronto at 416-364-1459 or jhayes@globalserve.net. I can only answer in evenings. prefer email to start.

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 5328; Parker launcher, new mahogany deck, new proctor D, 2 mains, 3 jibs, 4 spinnakers, 2 sets of blades, EZ loader trailer, and top cover. William at 206 667 0305 or william.dickey@vmrs.com. Asking \$2495.00

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 6230, Rondar, all fiberglass, launcher, new proctor D, used only in the '98 Worlds, two sets of sails, gybing centerboard, Lindsay rudder. This boat was garaged and unsailed from 1982 until '98. Standard trailer. \$3000 obo; Paul VonGrey, 360 679 0831, vongrey@gte.net.

Decent Used Racing Boat: The Next Step Up

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 7687, Parker (1984, bags, off white with dark blue water line and speed stripes. Trailer and separate dolly included (Rapide). \$5000 cdn with 1 good suit of sails. Contact: John Moss jmoss@nortel.ca (613) 730-7047(h) or (613) 763-4309(w).

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

CAN 7858; Parker; 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



505'S FOR SALE IN NORTHAMERICA

\$400-\$500. Keil Germany.

CAN 8233; Parker type 25 specification, M2 superspar, 1 set of north, 1 set of hyde, 2 sets of bloodaxe blades, top and bottom cover, rapide-combi. The hull is in VERY GOOD condition and has not been race for several years, therefore, still stiff and at weigh. The rigging has been improve this year. The boat is available after the worlds in Hyannis. 5500\$us Firm. Contact Francois Bertrand (450) 649-1017 or e-mail at dellandrea.molimard@sympatico.ca

SUPERBOATS

CAN 7150, Lindsay, bags, 2 x proctor D (one new Aug 98), Danger, Ullman, Sobstad plus many training sails, Waterat blades plus spare Lindsay c/b, covers, digital compass, trailer dolly combo (new aluminum dolly), excellent condition, rerigged 96-97. \$7000.us after worlds. Contact Ian Torrie at (506) 357-7001 or mtorrie@nb.sympatico.ca.

USA 7318; the famed Dumptruck, Lindsay bag boat, kevlar/foam/epoxy. 4th place 1998 Worlds!, 1st place 1997 NA's. Boat is in super racing trim-fully faired bottom and blades, every line is brand new, new boom and pole, on minimum weight. As raced by the Zani/Alarie team, Danger sails, Proctor D, pole launcher, top and bottom cover, dolley, trailer, lots of spare parts. \$8000. Boat is in Bristol, and could be delivered to an upcoming regatta. Move to the front of your fleet with this ready to win package. Contact Peter Alarie at 401 254 5090 w.

AUS 8603; Kulmar hull, good condition, constantly maintained and loved - built for Townsville worlds, i.e. 2 1/2 yrs old; Proctor rig - high shrouds Pinnell and Bax setup; Proctor boom; Gybing waterat copy board with stop gybe tab; 11th Australian Nationals 1998; Price - to be negotiated ... interested ... make an offer in Hyannis. ...its got everything! .. any questions, please ask. Ian Dunn (idunn@macquarie.com.au)

USA 8610; Fastest boat in the World! '96 Rondar launcher, green hull. 1st place '98 Worlds and NA's, 2 masts (one is brand new), pole launcher, gybing carbon board, new Ullman sails, top and bottom covers, trailer/dolly, simple American setup, ready to win any regatta, must sell/going back to school, \$14,500, owner Nick Trotman, located Manchester, MA, 978-526-1132 or brainwrk@ici.net

AUS 8668 Less than 1 year old. Carbon fibre/ epoxy hull, Goldspar or Proctor rig with matching sails for each rig. Carbon fibre foils. Immaculate condition with all the

bells and whistles! 2nd of the new Van Munster aussie boats. Will be at the Hyannis Worlds. Price \$11000. Contact Matt Hansen at hansen@highway1.com.au or speak to me at the worlds.

USA 8698; Rondar launcher; new boat never been launched. Gorgeous! Proctor spars; gybing centerboard, upgraded rudder; carrying 10kg of lead to get up to weight; adjustable rake and rig tension, rigged to US specifications; new Kinder top cover and Rapide trolley; ready to race the world champion-ship. \$11,969.45 precisely. Ali Meller alimeller@aol.com or Peter Alarie alarie@ici.net. MD

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.

Fully rigged Proctor D, used at 1998 Worlds only-\$900

Bare Proctor D with all fittings, brand new-\$700

Danger/Ullman sails, several sets from one regatta to one season old. Complete sets from \$600-1050.

Contact Peter Alarie at 401 254 5090 w.

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).

Will Elmer <willelm@jetcity.com> Pacific Northwest

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



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A fully rigged epsilon mast. Asking \$300
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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.

Dave Kirkpatrick, e-mail
110526.740@compuserve.com or call me at
401-683-0960.

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.

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

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

continued next page...



505S FOR SALE IN NORTH AMERICA

original Harken packaging. Both boxes for \$95 delivered anywhere in the US via Priority Mail.

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1 North main. D97 in Dacron. Used one day for two light air races. Essentially a brand new mainsail. \$350 .

2 North jibs. Good racing condition, but not new. Purchased in '96 and '97.

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

Will Trade I-14 For a 505!!!!

I-14 is a beautiful 1993 Pawlik 1, penultimate I-14. All conceivable bells and whistles, including fully adjustable shrouds, forestay, jumpers, dual rams, carbon fiber retracting bowsprit, spectra trapeze lines, Australian Spunspars mast and boom. Exceptional custom carbon fiber "variable aspect" foils. All rigging and lines top of the line and in great shape. Seitech dolly. 3 jibs, 1 fathead main (fair condition), 1 275 sq ft asymmetrical spin (not very good condition, but usable), top and bottom covers. Boat exceptionally light and stiff, and a guaranteed WILD RIDE. If you want a boat that will sharpen your reflexes for the 505, or are looking for even more thrills and spills, this is the boat for you. Call Dale Phillips at (802) 468-0517 or e-mail at dale@greenmtn.edu



OUCH! Despite the huge fleet on one start, and the open rather than prequalifiers-only Worlds, only one boat was badly damaged. In the practice race. Maybe this guy is looking for a new boat??? (Photo: Peter Danbury)



DIRECTORY OF 505 BUILDERS AND DEALERS

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Switzerland
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CLASS MEMBERSHIP, FALL 1998

| Last, First Name | Boat No. | State | HomePhone | Member | Gode, Hans | NY | 716-424-8075 | Full |
|---------------------|----------|-------|--------------|--------|----------------------|---------|--------------|--------|
| Aase, Jan | 6821 | NY | 518-399-7613 | Full | Gorton, Chris | FL | | Full |
| Ablow/Norman, Ellen | 7873 | CA | 650-851-4866 | Family | Grey, Nick | MA | | Full |
| Abramson, Lauren | 6987 | MD | 410-366-2625 | Full | Griffin, Randy | CA | 415-929-0680 | Full |
| Adamson, Nick | 7773 | CA | 650-685-7843 | Full | Hagerman, Douglas | MA | 508-797-0165 | Full |
| Alarie, Peter | 7318 | RI | 401-254-0571 | Full | Hamilton, Richard | CO | 303-422-1978 | Full |
| Alexander, Graham | 7685 | OH | | Family | Hamlin, Howard | CA | 562-987-0909 | Full |
| Amthor, Douglas | 8012 | VA | | Full | Harris, Barney | VA | 703-838-0644 | Full |
| Amthor, Henry | 8012 | VA | 757-722-8377 | Family | Harris, Carisa | CA | 415-387-3243 | Assoc |
| Anderes, Steven | 7877 | CA | 408-252-7153 | Full | Hartje, Will | AZ | 602-504-0395 | Full |
| Anderson, David | 4936 | NY | | Full | Hauser, John | PA | 412-278-0679 | Assoc. |
| Arnold, Geoffrey | 7151 | TX | 512-288-8336 | Full | Heckman, Bruce | CA | 510-537-4986 | Full |
| Athman, Sue | 6309 | WA | 360-757-2675 | Full | Homer, Craig | UT | 801-968-1195 | Full |
| Badtke, John | | IL | 847-356-2319 | Full | Hopkins, Ian | RI | 401-246-1499 | Full |
| Bartz, Steven | 8554 | CA | | Full | Hopkins, Ronald | RI | 401-438-5793 | Family |
| Beardslee, Bill | 8439 | CA | 415-522-1986 | Full | Hurwitch, Thomas | NY | 516-244-2985 | Assoc. |
| Beekman, Andrew | | CA | 949-645-2117 | Assoc. | Hutchinson, Curtis | NV | 702-266-9696 | Full |
| Benjamin, Ben | 7773 | CA | 714-675-2008 | Full | Ikle, Scott | NY | 315-781-3938 | Full |
| Bixby, Ethan | 8018 | FL | 813-323-5142 | Full | James, Clayton | VA | 703-327-7006 | Full |
| Blasé, Rick | 5816 | MO | | Full | Johnson, Todd | MA | | Full |
| Bradshaw, Don | | NJ | 609-714-1860 | Full | Johnson, Allan | WA | 206-322-3131 | Full |
| Breault, Michael | 7358 | MA | 617-868-2891 | Full | Jones, Carrie & Jeff | TX | | Full |
| Breton, Michael | 6985 | MD | 410-531-3250 | Family | Kaiser, Ki | IL | | Full |
| Broome, John | 7066 | CA | 805-484-5754 | Full | Kalnitsky, Rob | CO | 303-664-5790 | Full |
| Brown, Allan | 6663 | IL | 847-963-9613 | Full | Keating, Joseph | CO | 303-664-5898 | Full |
| Brown, Robin | 8681 | BC | 604-222-4696 | Full | Kilgore, Allan | | | Full |
| Byron, David | | CA | 415-242-0369 | Assoc. | King, Kem | CO | | Full |
| Cashman, Geoff | 6660 | IN | 812-337-8129 | Full | Kirkpatrick, Dave | RI | 401-849-6236 | Full |
| Chamberlain, Wolf | | | | Full | Kivney, Gerard | MA | 508-362-1307 | Full |
| Charif, Brandon | | MA | 508-771-1466 | Full | Kivney, Tom | MA | | Full |
| Chatham, David | | VA | | Full | Koenig, Mark | OH | | Full |
| Ching, Paul | 8446 | WA | 253-520-3110 | Full | Kuehl, Barry | CT | 203-288-9406 | Full |
| Cole, Andrew | 4565 | GA | 404-892-3019 | Full | Kuncl, Jay | CA | 415-968-0954 | Full |
| Collins, Craig | 7300 | CA | | Full | Largay, Bryan | CA | 408-438-8563 | Full |
| Collins, Tim | 8627 | RI | 401-845-9203 | Full | Leal, Francis | TX | 281-334-7971 | Full |
| Cook, Tom | 3246 | CA | | Full | Lewis, Cam | ME | | Full |
| Crane, Leslie | | VA | 703-841-1665 | Full | Liesegang, Fred | NY | 516-6654588 | Full |
| Cronin, Paul | | RI | | Full | Linehan, Collin | FL | 813-821-8396 | Full |
| Danby, Peter | | UK | 01983 761353 | Full | Little, Bob | CA | 310-450-3719 | Full |
| de la Rie, Rene | 8085 | DC | 202-332-4069 | Full | Mackay, Scott | TX | 512-281-9495 | Full |
| Dean, John | 5518 | WA | 425-747-9033 | Full | Maloney, Jim | CA | 408-722-5256 | Assoc. |
| Dyson, David | 8083 | CT | | Full | Mangan, Warren | PA | | Full |
| Eck, Bransford | 7067 | MD | | Full | Marini, Solomon | NH | | Full |
| Edwards, Bruce | 8680 | CA | | Full | Markee, Neil | NY | | Full |
| Elliott, Kenny | 7092 | VA | 757-850-0563 | Full | Martin, Mike | CA | | Full |
| Englert, James | 8645 | VA | 757-249-2408 | Full | Mattison, Harry | MA | | Full |
| Ericsson, Neil | 7570 | DC | | Full | McCarthy, Mark | CT | 860-669-1264 | Full |
| Ewenson, Jeff | | | | Full | McQueen, Matt | | | Full |
| Fagen, David | | | | Full | Meller, Alexander | MD | 301-963-0159 | Full |
| Falsone, Jesse | 8643 | MD | | Full | Melton, Thad | VA | 757-269-0160 | Full |
| Fleming, Bruce | | CA | 650-691-9670 | Full | Mignerey, Peter | MD | | Full |
| Fortiner, Robert | 2559 | WA | 425-673-0968 | Full | Miller, Jeffrey | CA | | Full |
| Fowler, Neal | 8083 | RI | | Full | Mills, Mike | FL | 561-863-7699 | Full |
| Freedman, Mark | 8058 | MD | | Full | Morrin, Hugh | CanPres | | Full |
| Freedman, Allan | | MD | 301-589-6738 | Full | Montague, Latane | VA | 703-836-0670 | Full |
| Fry, John | | WA | 206-275-1275 | Full | Moore, Ted | CA | 415-789-9637 | Full |
| Gesing, Renka& Adam | 7605 | ON | 519-254-5015 | Assoc | Moore, Tyler | MA | | Full |
| Gillies, Chris | CanSec | QC | | Full | Muus, Paul | FL | 813-734-5588 | Full |
| Gilmour, John | 7874 | CA | | Family | Neff, Taylor | MN | | Full |
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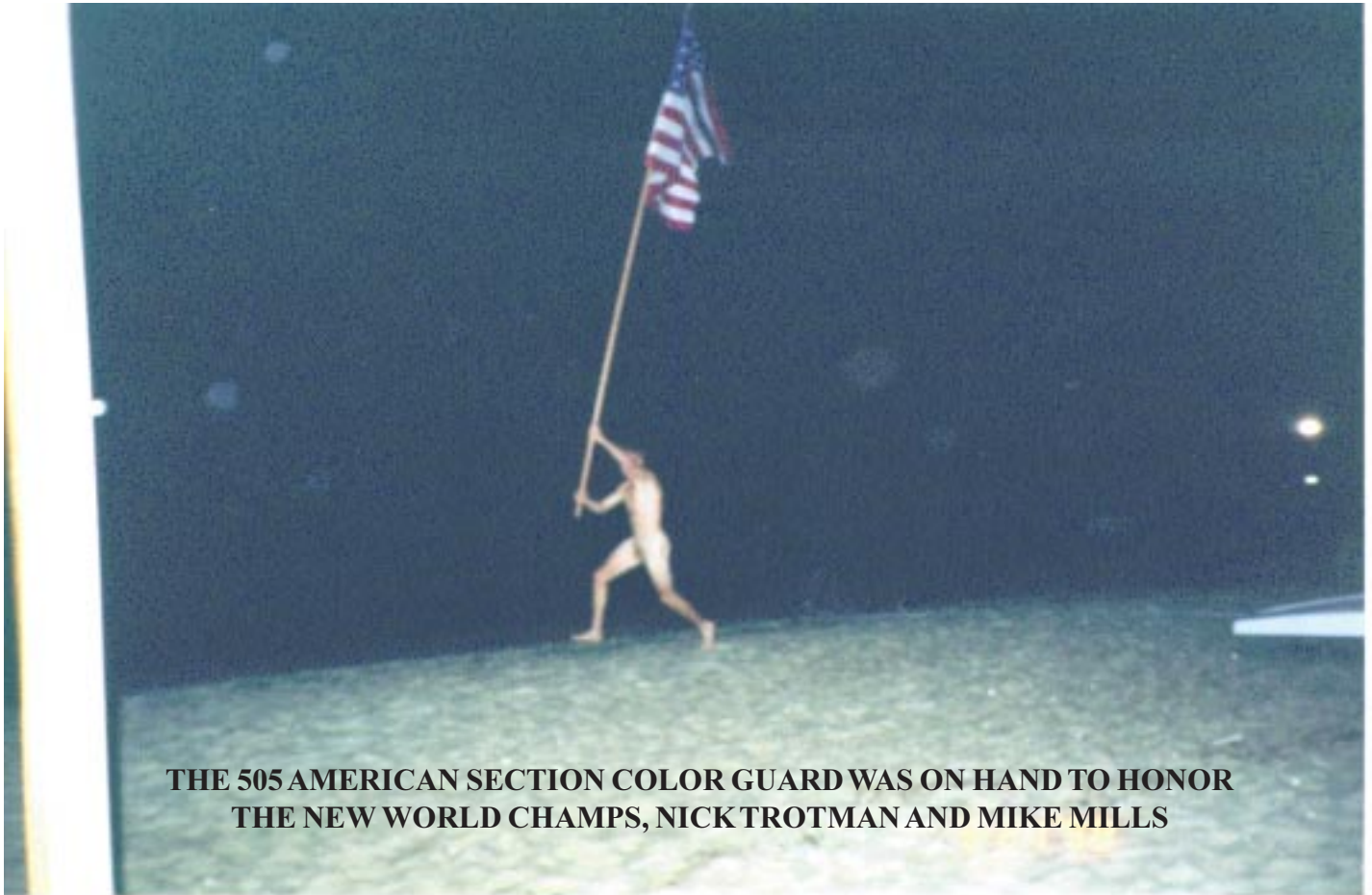
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Are you a member of a local 505 fleet? Yes/No
Where? _____

Please note: no verification will be sent upon receipt. Contact Jesse at American505@erols.com if you have any question. Thank you for your support!

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| Noyes, Bobby | 8576 | ID | 208-726-8557 | Full | Spiller, Jason | 7155 | CA | 408-253-2588 | Full |
| O'Brien, Robert | 7776 | MD | | Family | Stetson, David | 7790 | OH | | Full |
| O'Toole, Tom | 6987 | MD | | Full | Stoodley, Joe | 6663 | IL | 847-299-7854 | Full |
| Papadakis, Stergios | 7199 | NJ | 609-683-1220 | Full | Terman, Phil | 4380 | OH | 419-472-4380 | Full |
| Peck, Richard | 7791 | CO | | Full | Thompson, Dan | 6992 | CA | 714-673-2496 | Full |
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| Poore, Tom | 8017 | CA | 408-457-8565 | Full | 778076 | | Full | | |
| Price, Thomas | 8351 | MD | 410-437-5897 | Full | Thorvaldsen, Shea | 6931 | RI | 401-841-0315 | Full |
| Price, Chad | 5169 | NE | 402-489-3084 | Family | Tilley, Bruce | 8411 | CA | | Full |
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