

# TANK TALK

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

*Cover from the 1964 505 Class Hand-  
book. Check out sailing on US23!  
Look for more nostalgic info in the  
coming issues!*



Winter 99



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### **THE 505 CLASS ON THE WEB:**

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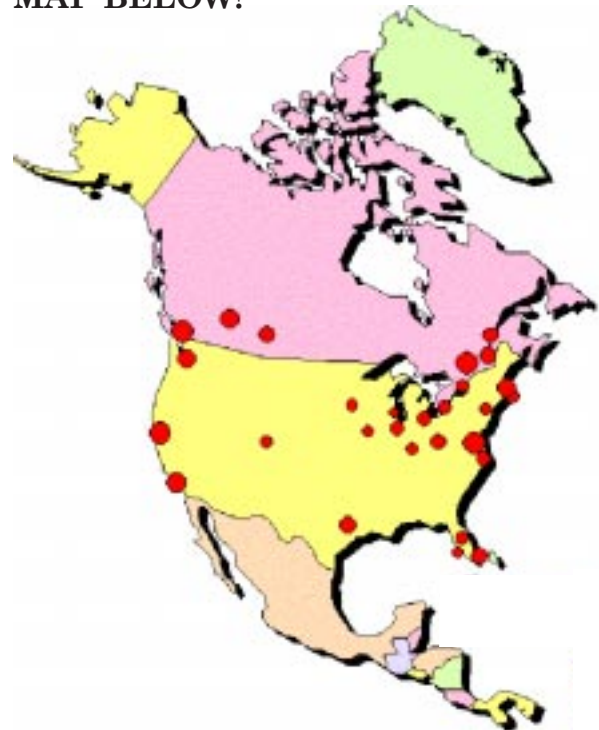
To: 505world-list@sailing.org  
 Subject: (your choice)  
 Message: (your choice)

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!**





## NORTHAMERICAN REGATTA SCHEDULE

<u>Date</u>	<u>Event</u>	<u>Venue</u>	<u>Contact</u>
<b>January</b>			
8-10	Florida Midwinters	SPYC, St. Petersburg, FL	Ethan Bixby
30	Oak Harbor Frostbite	Oak Harbor SC, Oak Harbor, WA	Paul von Grey
<b>February</b>			
21	UW Training Regatta	Washington YC, Seattle, WA	Paul Shipley
<b>April</b>			
10-11	Hi-Per '99	Cal YC, Marina del Ray, LA, CA	David Collins
??	Renton Duck Hatch	Renton SC, Renton, WA	Paul von Grey
<b>May</b>			
1-2?	WRSC Spring	West River SC, Galesville, MD	Barney Harris
15-16	SOCKS	Seattle YC, Seattle, WA	Paul von Grey
15-16	Hoover Regatta	Columbus, OH	Graham Alexander
15-16?	Hampton Trapeze	Hampton YC, Hampton, VA	Henry Amthor
22-23	Bristol 505	Bristol, RI	Tim Collins
29-31	Fern Ridge Regatta	Fern Ridge YC, Eugene, OR	Paul von Grey
31-5	NA Championships	CCYC, Corpus Christi, TX	Steve Eller
<b>June</b>			
5-6?	Quebec Champtionships	Club Nautique, Montreal Quebec	Francois Bertrand
5-6	Vancouver Lake Regatta	VLYC, Vancouver, WA	Peter Tuck
5-6	Jericho Classis	Jericho YC, Vancouver, BC	??
11-13	Canadian Championships	Kitsilano YC, Vancouver, BC	Cynthia Desbrisay
12-13	RIISA	Barrington, RI	Tim Collins
12-13	Junebug	Lake Fanshawe, London, Ont	Graham Alexander
19-20?	Nepean One Design	Nepean SC, Ottawa, ON	Ron Hughes
<b>July</b>			
30-2	505 Pre-world Championships	Quiberon, France	French 505 Association
3-4	Governor's Cup	Austin YC, Austin, TX	Steve Eller
3-10	505 World Championship	Quiberon, France	French 505 Association
17-18	Ontario Championships	St. Jamestown SC, Toronto, ON	Marek Balinski
17-18	New England Championships	New Bedford YC, Padanarum, MA	Tim Collins
17-18	Sandusky Summer	Lake Eire, Sandusky, OH	Graham Alexander
30-1	Hyannis Annual	Hyannis YC, Hyannis, MA	Neal Fowler
31-1	Gim Holmen	Montrose, Chicago, IL	Graham Alexander

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## PRESIDENT'S LETTER WINTER '99

I'm looking forward to a great year for the 505 class. Following the Worlds we have received a tremendous amount of positive exposure, and now is the time for us to take advantage of that exposure. Now is the time to make preparations for spring, so we can get all the people who read about the 505 out on the water and hooked on the class. While the class association can help with getting people in contact with the right people, what it really takes to bring someone into the class is some personal attention and hand holding at the local level. With that in mind everyone in the class should think about who they know that might be interested in the 505 and get them out for a ride.

Also in this issue of Tank Talk are the details of the ranking system that was suggested at the AGM. We will be testing the system during this season, and I would like to get comments and suggestions on how it should be modified and improved for the future.

As always, I am happy to receive any comments or suggestions about making the class better for all of us. Don't forget to

pay your dues and fill out the survey that Jesse prepared.

Waiting for the Thaw,  
Sol



### SECRETARY NOTES:

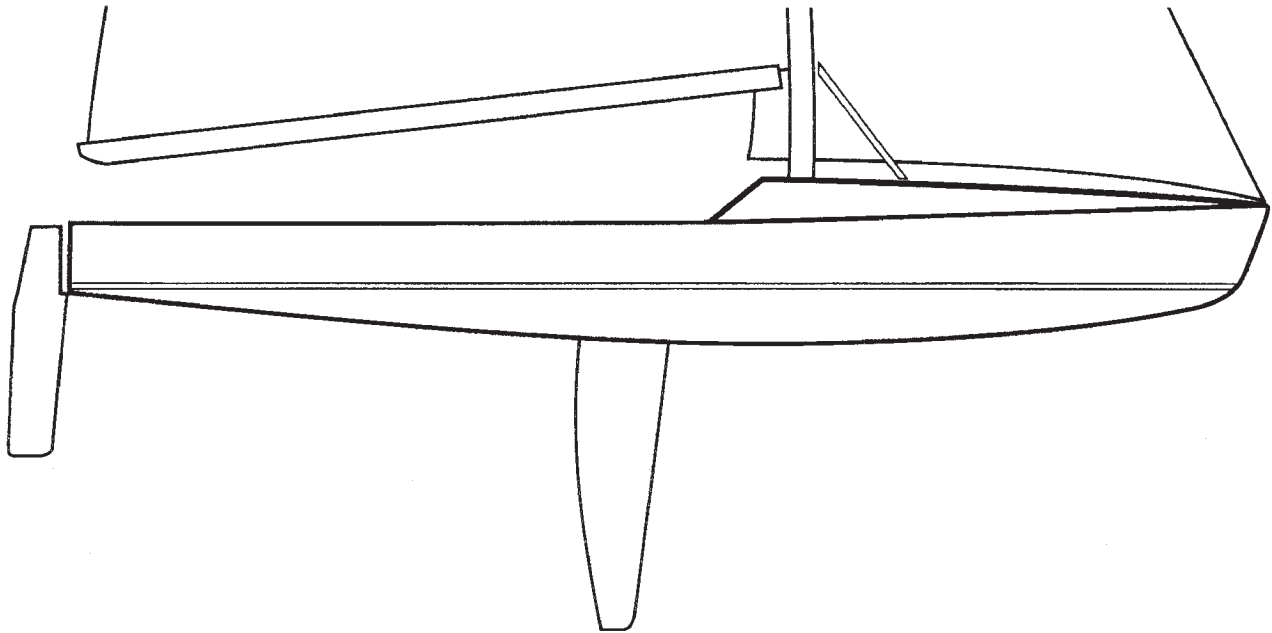
Fellow 505 Sailors,  
1998 was quite a year for the 505 American Section. There was a flurry of activity leading up to the worlds in September. As a result, the organization has grown in size and strength. I am proud to say that the 505 American Section is a much better or-

ganization than it was only a few years ago and I hope that we will continue to prosper.

Under new leadership, we have implemented numerous programs designed to foster growth at the fleet level. Sol Marini has done a great job of directing many of these efforts. I consider these changes to be timely. It is clear to me that many sailors now entering the 505 class are new to dingy sailing, do not have an abundance of time to travel and are slightly older than was common just a few years ago. These are the people that the 505 American Section seeks to support the most. However, don't sit back and wait for the American Section to come to you! Get involved with your fleet and region. If you don't have fleet status in your area, you should make it a top priority to gain enough strength to get sanctioned.

By now you have received the annual mailing from the national office. If you haven't done so already, please submit your dues check. A self-addressed, stamped envelope was included, so no excuses for anyone! Also included in the mailing was a Membership Survey. The results of the

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*Photo by Peter Danbury*

survey will help us understand the demographics of the class so that the American Section can better serve its members. Some of the information will be used in a database now being developed by Dave Stetson.



The database will help us track the sale of boats and the location of members. Lastly, the survey is intended to help us locate lost 505's and wayward members. Please take the time to fill out the survey and we will post the results in the Spring, 1999 Tank Talk.

After much deliberation, I have decided that I will end my tenure as Secretary/Treasurer in 1999. I can no longer put forth the effort that the job demands. Recognizing this is important for all of our leadership, and I would encourage every class representative to do their own self-evaluation

from time to time. I will be accepting nominations for the position that I will vacate after the 1999 North Americans in Corpus Christi. The position is very well defined and organized at this point, and applicants can rest assured that I will step them through the transition process. I would prefer to do this before the North Americans. Please contact me if you have any specific questions.

Fraternally,  
Jesse

will find exciting. For those of you who attended, I'm told Onne has many more photos for sale, maybe some of you!

Also in this issue, I tried to focus on maintenance issues - aspects of the boat we all can be working on in the off season.

We also hear from a few notables in the fleet on what it takes to grow the fleet and what it takes to win! Certainly topics we all can benefit from.

By now you should have received the mailing from Jesse for Class dues and a survey to get input on what you want to hear about. Be sure to fill these out and send them in. The Class is only as strong as its members - we need your support to make this the best Class there is.

Scott

### **EDITOR SPEAK:**

Hi all:

First off, I need to apologise for the lateness of the issue. The new addition to our home has caused numerous disruption, one of which was restricting the amount of free time I had to pursue of other fun activities.

That being said, I hope you find this issue as interesting as the ones in the past. We have snared additional Worlds photos from Onne van der Walls which I know you



## IN THE NEWS

### 1999 Dues are due!

505 American Section Members,

All of you should have received the annual mailing by now complete with a self-addressed, stamped envelope. Last year I was able to also include the international ballot with the annual mailing, but I didn't manage to get it in this year. Therefore, I hope to get the ballot in the next issue of Tank Talk due out soon. I would like everyone to fill out the ballot and return to me. However, since the provision was made to vote via email directly to the international office, you may do that if you wish. My goal is to have 100% voter turnout among our members. I will be asking Chris Thorne to provide me the names of those people who voted over email. I will be providing him with the names of class members and whether they own boats.

So, in the coming weeks, I'll be sending out reminders to get the vote out.

As an American Section class officer, I would advise members to vote in favor of all the proposed changes. These changes were discussed in length at the AGM and met with favor by the majority of the members in attendance. The most controversial issue was that of the fixed fee advertising levy. As I recall, there was some opposition to dropping the levy to 50 pounds sterling and the proposal failed after Pip Pearson exercised the final vote (there was a tie). There was far less opposition to the 100 pound fixed fee. Please check the minutes for accuracy.

We had the second largest voter turnout last year with 47 as I recall. We now have over 200 members. Please vote.

*Jesse Falsone*

*Secretary, 505 American Section*

### Molds for Sale - Build your own fleet!

I have bought a building in Watsonville (just south of Santa Cruz) and will be moving my business there in the next 6 weeks. I still have the 505 molds and would like to give them to any one who is interested in building some boats. There seems to be a rumor that these molds produce boats that do not measure. The opposite is true. We built a new plug and hull mold at the end of our tenure as a 505 builder. The shape is 'pushed' in the direction of the Hamlin mold, and is very fair and symmetrical and measures without a problem. One of our last boats was measured at the Worlds in SF, and Jason Spiller measured several others.

I really don't want to cut the molds up and send them to the dump (I have too much time and effort invested and appreciation for the 505 to do that), so if you know anyone who might be interested, please let me know. I need to get the molds moved asap.

Thanks,

*Buzz Ballenger,  
Ballenger Spar Systems, Inc.*



### Show your Class!

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

### 505 Coaching Program

The American Section of the Int. 505 Class is pleased to announce its sponsorship of Coaching clinics for 505 Class members. These clinics can be separate events, or part of existing events. Coaching can be provided by qualified sailors from the 505 Class, or from outside organizations. If needed the American Section Exec. Committee can assist in finding a qualified coach. To receive funding, the organizing fleet needs to submit a proposal to the American Section Exec. Committee (ASEC), and complete a report after the clinic has taken place. The American Section will reimburse the local fleet for coaching fees and the coaches travel expenses based on the following guidelines.

1) Both Skipper and Crew participating in a sponsored clinic must be class members.

2) Maximum amount per clinic to be paid by the American Section = \$400

3) The American Section will pay 5% of cost per class member attending the event, 100% for 20 members participating, up to the limit in Set in 2.

4) ASEC can increase the funding for events up to the maximum amount set in 2, based on a special request from the local fleet.

5) Host fleet is responsible for lodging, meals and local transportation, if needed, for the coach.

6) All requests for coaching funding must be approved by the American Section Exec. Committee.

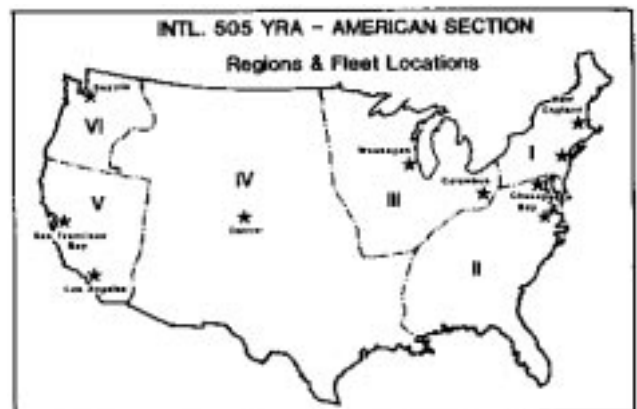
Fleet captains and Event organizers should contact an American Section Officer with any questions or requests for funding.

*Solomon Marini*

### 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.

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





## IN THE NEWS

### Member Survey

A member survey has been included with your membership form. The Class leaders will use this survey to help understand what makes this a great class to sail in, and how to continually improve the Class. There are a few questions that deal with *Tank Talk* specifically. They are:

Are you happy with the information and articles provided in *TankTalk*?

What other types of information would you include?

If asked, would you contribute to *TankTalk*?

Below are some initial responses, and a discussion of the point. If you agree, disagree, or just have a different opinion, I would be happy to hear from you.

*Scott Mackay, editor*

### Preliminary Survey Results

**Question** - *I just joined the 505 American Section and I'm wondering where my first issue of TT is?*

**Answer** - Tank Talk is published quarterly. We only print what we need to distribute to save money. Therefore, if you just joined, you may not get a new issue of Tank Talk until the next time its published. However, most new members get a recent copy mailed to them immediately if one is available.

**Question** - *How come there aren't more cool photos of the 505 in every issue of Tank Talk?*

**Answer** - Tank Talk is a low budget operation. We can't afford to pay photographers to come on the water to take pictures at our events. However, we always work a deal with photographers who do take pictures at larger events (NAs & Worlds). Onne Van der Wal, Peter Danby and other professional sailing photographers have graciously donated pictures to our cause. If someone could figure out how to rig a "mast cam" or a "trap cam" on their 505, we would gladly print your pictures.

**Question** - *How come there aren't more rigging articles and pictures in Tank Talk?*

**Answer** - All articles in Tank Talk come from you, the member. We would love to print more rigging articles, but we need people to submit them. If you have an interesting rigging idea or you have completed some new rigging, write an article, draw a sketch, take some pictures and mail to your friendly Tank Talk editor.

**Question** - *I'm a novice sailor. What*

*can I possibly contribute to Tank Talk?*

**Answer** - Publication in Tank Talk is not limited to the expert sailor. You could write an article on how you're rebuilding a boat, on you're perspective of the class from a learners point of view. Or perhaps write a regatta report or a fleet report. You could also write about a recent 505 experience that was inspiring. There's plenty of stuff you could write about - think of something!

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



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## INTERNATIONAL 505 CLASS YACHT RACING ASSOCIATION POSTAL BALLOT

From Chris Thorne - International Secretary 505 Class  
28 January 1999

### Ballot on Rule Changes.

At the AGM in Hyannis a number of rule changes were approved. The Rule change necessary to make all future International Championships OPEN was approved by the meeting and no further action is necessary. However, although other changes were all approved at the meeting, these now have to be approved by a ballot of the whole membership.

### What are the Changes?

The detailed proposals are set out later. There are changes proposed to the Constitution to bring the way the class is governed up to date. There are proposals to change the way in which we measure sails to bring us into line with the ISAF system. Finally there is a proposal to introduce a fixed levy for boats advertising at international championships instead of the current system of charging a double entry fee. Notes explaining the reasons for the changes follow each proposal.

### Who may vote?

All boat owning members, or part boat owning members may vote for the Constitutional and Measurement Changes. All members may vote on the advertising levy.

### How do I vote?

A ballot form can be found on page 6. This can be returned by post to your National Secretary or to me at the International Office. You can also vote by E Mail - make sure you put all the information on the form in your message. All votes must be with either your National Secretary or me NO LATER THAN 1 APRIL 1999.

### When will the Changes take effect?

If approved the change to the Advertising Levy will take effect from 1 May 1999. All other changes will be effective from 1 January 2000, subject to ratification by the ISAF.

### Please Vote!

Regards  
Chris Thorne  
International Secretary

### 1: Resolutions to change Constitution

Amend existing Rules as follows:

#### 7.0 Officers of the International Association Officers

7.1 The officers, whose terms of office shall commence on 1 January, shall be:

7.1.1 an International President, an International Vice President, an International Secretary, an International Treasurer, who shall reside in the same country as the International Secretary, a Chairman of the International Rules Committee.

7.1.2 All Officers shall be elected for a term of two years. The President and Vice President shall be elected in years of even number, the remaining officers in years of odd number.

#### Auditor

7.5 An Auditor shall be appointed by the Association at each Annual General Meeting and shall audit the annual accounts of the Association. The International Treasurer shall complete the draft accounts and arrange for these to be forwarded to the Auditor as soon as possible after the end of each year, together with any records and receipts requested by the Auditor. On completion of the Audit the International Secretary shall immediately send copies to all Members of the IGC and the National Secretaries. The Treasurer shall arrange for presentation of the audited accounts to the next Annual General Meeting of the International Association.

Note: At present there is no provision for a Vice President, which is clearly sensible for continuity. It is also felt that the Chairman of the Rules Committee should be an Officer elected by the membership - at present it is not clear by who or how he is appointed. The Auditor is currently shown as an Officer. This is incorrect. The Auditor is appointed by the members to keep a check on the financial dealings of the Executive and therefore he must be independent, not part of it.

#### 9.0 International Committees

##### 9.1 International Governing Committee ("IGC")

9.1.1 This Committee shall consist of the International Officers and a representative of each National Association.

Note: The existing rule stipulates that the President of each National Association shall be on the IGC. The proposal allows each country to nominate whom they like.

##### 9.2 International Executive Committee ("IEC");

9.2.1 This committee shall consist of the five Officers elected or appointed in accordance with Rule 7.

9.2.2 Under delegated Authority from the IGC the IEC shall be responsible for the management of the International Office, the issue of sail numbers and the registration of boats.

9.2.3 Meetings shall be held upon giving of not less than seven days notice in writing.

9.2.4 The Committee may delegate its powers to any one or more of its members, or co-opt any other Member.

Note: Currently the IEC is the Int Secretary and Treasurer plus the President and Secretary of the country where the Int Secretary lives. The International President is not involved. In the past this has meant that the class has effectively been controlled by the UK. With modern communication there is no longer any practical reason for the existing arrangement. All countries should have the opportunity of nominating and electing the Officers of the IEC

##### 9.3 International Rules Sub Committee ("IRC")

9.3.1 This Sub Committee shall consist of the Chairman elected or appointed under Rule 7.1.3 and four other Members whose appointment shall be confirmed by the IGC

Note: The IRC does not currently have a clear relationship with





# INTERNATIONAL 505 CLASS YACHT RACING ASSOCIATION POSTAL BALLOT

the IGC and IEC. This proposal rectifies the situation. Also the existing rule provides for a committee of at least eight (four each from Britain and France). The weighting in favour of these two countries is inappropriate and the Committee does not need to be as large.

## 2: Ballots

Insert additional Rule:

11.3 No ballot may be held within three years of a previous ballot on the same or a substantially similar proposal, except with the approval of the IGC.

Note: This is to prevent repeated attempts to push through a motion defeated at ballot, which is wasteful of time and resources.

## 3: Subscriptions

Amend existing Rule:

14.3.2 The amount of any change in the annual subscription shall be determined by IEC and ratified by Members at the Annual General Meeting.

Note: The present rule is inconsistent with rules 4.1.3 and 9.1.3.3

## 2: Resolutions to change Measurement Rules

Rule 8.1.1 to be deleted and replaced with:

8.1.1 Sails shall be made and measured in accordance with the ISAF Equipment Rules of Sailing and comply with their re-

quirements. In the event of conflict with these Class Rules, the Class Rules shall prevail.

Rule 8.1.5 to be deleted and replaced with:

8.1.5 Sail reinforcement is not restricted.

## Mainsail

Rule 8.2.2 to be deleted and replaced with:

8.2.2 The luff and the foot of the mainsail shall be secured to the mast and boom respectively over at least 80 per cent of their lengths.

Rule 8.2.3 to be deleted and replaced with:

8.2.3 The following dimensions, including boltropes where fitted, shall not be exceeded:

Top width 127mm

Width at right angles to luff 325mm below head point 270mm

Three-quarter width 1120mm

Half width 1950mm

Leech length 6960mm

Rule 8.2.4 to be deleted and replaced with:

8.2.4 Not more than four battens may be used to support the leech. At the leech, the centre of the top batten pocket shall be between 1450mm and 1550mm from the head point, and the

*continued next page*

## BALLOT FORM

1: Resolutions to Change Constitution - only Boat Owning Members may vote:

Rule No	Brief Description	Yes	No
7.1	Amend list of class officers	—	—
7.5	Appointment of Auditor	—	—
9.1	Membership of IGC	—	—
9.2	Membership of IEC	—	—
9.3	Membership of IRC	—	—
11.3	Ballots	—	—
14.3.2	Subscriptions	—	—

2: Resolutions to Change Sail Measurement Method - only Boat Owning Members may vote:

Rule No	Brief Description	Yes	No
8.1.1	Reference to ISAF rules	—	—
8.1.5	Sail Reinforcement	—	—
8.2.2 8.2.3	Mainsail	—	—
8.3.1, 8.3.2, 8.3.3	Headsail	—	—
8.4.2 8.4.3	Spinnaker	—	—

3: Resolution to Change Championship Rules - all Members may vote:

Rule No	Brief Description	Yes	No
5.7	Introduction of fixed fee Advertising Levy	—	—

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

National Association: \_\_\_\_\_

Boat Owner or Part Boat Owner Yes/No

If yes, state Boat No: \_\_\_\_\_

*Mail to:*

*Jesse Falsone  
505 Class Secretary  
24 Edgewood Green Ct  
Annapolis, MD 21403*

*Or email votes to:  
American505@erols.com*

*Before April 1, 1999  
to have your vote count!*



## [505] US RANKING SYSTEM RACE RULES - DECEMBER 1998

centre of the bottom batten pocket shall be between 1250mm and 1490mm from the clew point. No batten pocket shall be located less than 1000mm from any other batten pocket. No batten or pocket shall exceed 1180mm in length

### Headsail

Rule 8.3.1 to be deleted and replaced with:

8.3.1 The headsail shall conform with the official rules and diagrams, except that a sail smaller in any dimension except batten position is allowed.

Rule 8.3.2 to be deleted and replaced with:

8.3.2 The leech from the aft head point to the clew point shall be a straight line or concave curve.

Rule 8.3.3 to be deleted and replaced with:

8.3.3 The following dimensions shall not be exceeded:

- Luff length 4510mm
- Foot length 2287mm
- Leech length 4000mm
- Top width 40mm

### Spinnaker

Rules 8.4.2 and 8.4.3 to be deleted and replaced with:

8.4.2 The following dimensions shall not be exceeded:

- Leech length 5000mm
- Foot median (head point to mid foot point) 6096mm
- Foot length 4500mm
- Half width 4500mm

8.4.3 The half width shall be not less than 75% of the foot length.

Corresponding changes to be made to the Sail Measurement Form, Instructions to Measurers and Measurement Diagrams.

If approved, any sail bearing a measurement stamp dated prior to 1 January 2000 may be measured in accordance with the rules prevailing at the date when the sail was measured, unless it has been altered.

Note: The International Rules Committee has proposed these changes to bring the Sail Measurement Rules more into line with the ISAF Equipment Rules of Sailing. In drawing up the changes we consulted sailmakers and others. There are no changes in the basic dimensions of the sails, apart from small adjustments necessitated by the change of measurement method.

The benefits of the changes are:

The proposed rules will be easier for sailmakers and measurers to understand, since most of the definitions are in the ISAF booklet. Some computer programmes for sail design give ISAF measurements as part of the output.

Measurement will be easier, quicker and more

accurate.

3 : Resolution to change Championship Rules  
Delete existing 5.7 and replace with following:

5.7 A yacht which displays a Category B advertisement shall pay an additional fee of £100 (One hundred pounds sterling), such sum being subject to annual review by the IEC. The Organising Authority shall retain half of the additional fee collected under this rule and allocate it to the Championship budget for the general benefit of all competitors. It shall forward the other half of the fee to the International Office.

Note: This follows the ballot last year when a proposal to abolish the levy was defeated. The IGC accepts some of the problems caused by the current arrangement of charging double the entry fee, particularly where the trend has been for entry fees to increase significantly because they include many non sailing extras.

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## PROPOSED [505] US RANKING SYSTEM RACE RULES

### 1. Introduction

1.1 The objective of the ranking system is to record and publicise the relative performance, during each season, of the members of the 505 Class American Section at national and international events specified on the US Ranking List.

1.2 The ranking system will also be used to select the US qualification for restricted events such as World Championships.

1.4 The races will be category "B" events.

### 2. Certificates for Boats Being Ranked.

2.1 New boats must be fully measured before racing in a US ranking event.

2.2 A valid measurement certificate must be produced on entry to a US ranking event. Failure to do so will result in disqualification, unless proof of certification can be produced within 14 days.

2.3 All sails must be officially measured and stamped before being used in a US ranking event race.

### 3. Membership of the 505 Association

3.1 For results scored in a US ranking event to count towards the US ranking the helm and crew must comprise a full member and at least an associate member of the 505 Class American Section.

3.2 Either the helm or crew can elect to be ranked, and hence selected for qualification for restricted events, but the choice must be declared on entry to the system for that year. Unless otherwise stated the helmsman will be assumed.

### 4. Race Organisation

4.1 The Racing Rules of Sailing for 1997 - 2000, the Prescriptions of the US Sailing Association, the rules of the International 505 Class Yacht Racing Association and the Sailing Instructions shall apply.

4.2 Gate starts are preferred, however, line starts may be used when conditions dictate. The choice will be made by the RC.

4.5 Whenever possible a US weekend event shall consist of a minimum of six races. A minimum of two races should be held on Saturday.

4.6 Completing a minimum of six races in a weekend may require shorter races and/or back to back racing. When there is a series of back to back races, in order to reduce the waiting time between races, it is recommended that with exception of the last race the finish should be at the end of the downwind leg. Alternatively a start/finish gate one third of the way up the first beat could be used. This will be at the discretion of the RC.

4.8 The 720 degree turns penalty shall apply for breaking rules in part 2 of the Racing Rules of Sailing.

4.9 Any special restrictions applying to competitors shall be adequately advertised before an event.

4.10 Racing marks that are clearly visible shall be provided. A minimum size of 1.3m for inland sailing and 2m for sea sailing is strongly recommended.

### 5. Calculation of US Event Results.

5.1 Each yacht that finishes a race shall score points according to the

Low Point System in rule A2.2 in The Racing Rules of Sailing.

5.2 Points for Yachts that do not score finishing points.

5.2.1 Point for Yachts that do not score finishing points shall be based on the declared entry which is the number of yachts for which valid entries have been received.

5.2.2 A yacht that ranks as a starter but does not start or does not finish or is a premature starter or retires shall score points equal to the declared entry plus one.

5.2.3 A yacht which is disqualified shall score points equal to the declared entry plus two.

5.3 Ties in the event will be broken by discarding the worst individual result included and totalling the remaining options.

#### 5.4 Scoring

5.4.1 If three or more races are sailed there will be one discard.

5.4.2 If only 2 races are sailed both will count towards the overall result.

5.4.3 If only 1 race is sailed it will be the overall result.

#### 5.5 Return of results

5.5.1 For US events, details of the overall results, the number of races counted and the highest number of starters on any of the races counted, plus the appropriate meeting levy, must be returned to the Secretary of the 505 Association American Section or the person designated by the Secretary, by the event organiser, immediately after the event. Failure to do so may mean that the event will not be included in that years national ranking calculations and the event may have national ranking status removed in subsequent years.

5.5.2 For foreign events it is the responsibility of the highest placed American helm to return the above information. Again, failure to do so may mean that the event will not be included in the national ranking calculations.

### 6. Calculation of US Ranking.

6.1 The US Ranking will be calculated and published throughout year.

6.2 The latest date for the calculation of the final annual US Ranking will be 30 November.

6.3 The overall results of any event on the North American Ranking List with 10 or more starters in any one of the races counted, are eligible to be included in the US Ranking calculation. Non US events are eligible provided they meet all other requirements.

6.4 A ranking factor (f) or between 1.0 and 1.6 will be applied based on the difficulty of the event, for example: Local open meeting 1.0: World championship 1.6. For non US events, the ranking factor applied by the National Class Section of the host will be used. If a ranking factor is not applied by the host, it will be determined by the American National Executive Committee for the purposes of US ranking calculations

6.5 The ranking points (RP) for an event will be calculated as follows:

f=the ranking factor

s=the highest number of starters in any of the races counted

x=the event results

$RP=f*100*((s+1-x)/s)$

6.6 A multiplier (m) can be applied to the ranking points which depends on the number of races counted towards the overall result:

m=1 for 1 race;

m=2 for 2 races;

m=3 for 3 races;

m=4 for 4 or more races.

*continued next page...*



## TIPS ON FLEET BUILDING

### Having trouble building that Fleet? Here are some tips from one of the masters on the subject.

I have a great deal of experience with fleet building. Here are some suggestions I made to a friend running an IC Fleet in Mass. These were posted on our discussion forum (<http://sailingsource.com/interclub/>)

1) Sell boats - most important job for a fleet captain. Get those owners who aren't active to sell. Best way to do this for stubborn owners is to find a buyer and have them make a cash offer. You have to get boats in the hands of

people that will sail them.

2) Propoganda - use all forms of media to get the word out that your fleet is the best and that people love sailing in it. Always stretch the truth about how good the fleet is when someone from outside inquires. I know this doesn't sound ethical, but it works. We are lucky to have SpinSheet, a great web master and an easy town to market in. We also have a great RC person. Having an email list is incredibly valuable.

3) Keep everyone that is sailing pumped up. We foster fun sailing and close compe-

tion. We have an established "B" fleet to give newer, less experienced sailors a field to compete in. Keep in contact with people (email, phone). Don't wait for a season to roll by before you ask someone where they've been.

4) Get someone to manage a crew list. Lots of people don't sail because they can't find crew. Go online with the list

5) Surround yourself with other good leaders. We now have excellent people in every slot and we function like a small organization. I think Winthrop is much the same.

6) Help people with their boats. I have helped numerous people with rebuilds. What has happened is that people now take a great deal of pride in their boats. Every old boat in our fleet has been updated, some extensively (see the rebuild on IC 357).

7) Try to get new people in boats for a sail. We have a promotional regatta every year that always gets us new members.

8) Never, never stop pluggin'. Keep talking up the fleet to everyone at parties, work, during the summer season and anywhere else you get into a sailing conversation.

*Jesse Falsone*

*continued from previous*

The multiplier defines how many times the ranking points scored in an event (RP) can be used in calculating the US Ranking Points.

6.7 The US Ranking Points are the average of the highest nine ranking points (RP) scored in events.

### Suggested ranking Factors.

Ranking factors will be approved by the National Executive committee, and may modify these suggestions to bring the system in closer agreement with other international ranking factors.

1.0 local events

1.1

1.2 Regional Non-Championships (representation from more than two fleets expected)

1.3 Regional Championships

1.4 National Championships

1.5 NorthAmericans

1.6 Worlds



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## SAILMAKER

Pinnell & Bax maintain a close involvement in the 505 class and with recent technical advances remain at the forefront of sail development.

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## 505 MAINTENANCE - HOW I LEARNED TO CHECK EVERYTHING

All of us like sailing 505's. How many of us like working on 505's as well? Be honest. If we can't be sailing, then tweaking, modifying, improving, or otherwise fussing over our boats is probably the next best thing. Like all good 505 sailors, we spend an inordinate amount of time debating and researching those fussy little things that might just squeak out a little more speed upwind or maybe make the boat point just a little bit higher. But what about all those things we take for granted? Things we use everytime we sail, but maybe don't pay that much attention to, at least until they fail.

Once I failed to notice a missing capture ring on the traveller block of my main sheet. Of course the wind had come up to 25-30 knots when the pin decided to fall out. Now my mechanical advantage on the mainsheet was reduced to a 1:1. To say this made the trip upwind to the harbor interesting is an understatement. I'm sure all of you have suffered some type of equipment failure similar to mine. Fortunately, we return unscathed and maybe a little wiser. Do you think I check the traveller pins now? You bet. I also bet you check those items that have caused you problems in the past as well. But how do you know you've checked everything? Once you start noticing some wear and tear, do you add it to your mental checklist? You know, the list that resides in your head along with kid's soccer practice times, when its time to change the oil in the car, and those important phone numbers you have memorized. So maybe if you are serious about this sailing thing then

maybe we should become a little more organized? Maybe we should actually write something down? After all, I bet the America's Cup teams rely on something more than just mental checklists. Then again, we can always wish for their maintenance budgets.

Some of us setup our boats everytime we sail. Others keep their boats at yacht clubs. Some of us store our boats indoors. Others store them outside. Some cover their boats, bring them indoors in the off season and some don't have an off season. This makes for maintenance unique for each of us. Yet there are probably some basic things that apply to all of us. Let's figure out where to start.

One of the first things that I thought of is what is maintenance and what is a modification? For the sake of developing a system that works, everything you do to your boat should be put on your list. Maintenance, modifications, or just wishing to the 505 Boat Fairy should be put down. That way everything can be tracked. Everything can be looked at, thought about, done away with, or moved up the list as your finances or available time change. It can serve as a memory jogger or a maintenance history for your boat that just might increase the value of it to the next owner.

Now that we agree to put everything down on the list, how should we describe each item? A good place to start would be to establish the following columns at a minimum:

- Description - A column to describe

the problem, improvement, or modification to be accomplished.

- Date Completed - A column to note when the item was completed.

- Remarks - A column to add any comments or narrative that we think might be important to remember.

For those of us who are cronic list makers, we might want to consider the following columns:

- Priority - A column to allow us to sort those items that we feel are more important than others. You could establish a simple priority system such as High/Low or 1/2/3.

- Buy - A column to indicate you have to buy something to complete this item or list items that are needed to complete this entry.

- Cost - This should probably be a hidden column as it does not apply to any of us and only leaves a paper trail for our spouses or significant others.

- Labor - Again another column that doesn't apply to us, but might help you rank items that are more labor intensive than others.

So now I've created a list and agreed that everything should go on it. If you just bought your 505 and have no idea as to what to put on your list, here are some areas to check to give you some ideas. Pull the centerboard and check the leading/trailing edges and the pin area. A board that is damaged will allow water to seep into the board and cause further damage. Check all your standing rigging and especially high load areas. How are the chainplates, any cracking or bending? Are there any frayed cables or worn lines? Check all your running rigging. Are there any frayed lines, worn shockcord takeups, or ragged ends? What about worn or damaged blocks? How about checking all your wood surfaces? Check to make sure all your wooden areas are sealed and impervious to water. Don't have anything on your list yet or it looks too short? Then how about scratches in the hull, water in the tanks, or all those lines lying in the bottom of the boat. Rudder fittings, inspection ports, drain plugs, etc. Need to increase the purchase on your outhaul? Are there things you have to think about how they work in order to use them? Then maybe there is a better way. Wish you had a new mast ram? List it! Weigh your boat, to determine if it's overweight. Look for ways to reduce weight. Put it down on the list. Put it all down.

*Team*  
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## US5816 – The Wild Ride Maintenance List

Priority	Description	Date Completed	Remarks
1	Right Bailer Leaks		Need to replace gasket – crew tired of getting wet feet
1	Forward Tank/Bulkhead leaks		Re-epoxy deck/top. Reseal around door
1	Raise Mainsheet cleat up		Approximately 1/8 inch
1	New Spinnaker Pole		
1	Move boom down 1 inch		Look up class rule, may need new goose neck fitting
1	Re-epoxy CB cap		Soon! Before moving topping lift
2	Move Topping Lift to CB Cap		Need to buy cheek block and thru cap block w/ cleat to finish
2	Mast Ram		Research using plywood inserts or trolley car \$\$\$
2	Windex		Mount it – already bought
3	Dolly		Build dolly and modify trailer
3	Redo jib tensioning system		Increase leverage and use smaller line size (spectra)
3	Trapline/spreader holder???		Research this – as found on US6663 – Allan's boat

Ok, now I have a list, I have items on it and it seems to make sense so what do I do now? USE IT! Keep updating and changing it. If you fall into the habit of using your list, you'll find that it's easier to manage your maintenance program and keep those repairs and improvements on track. Remember to update that list right after you get off the water and check it before you leave the dock. Maybe way before you leave. Keep your sails dry and folded properly, wash off salt water and dirt, make sure you store all your lines and gear in cool, dry places. As Graham Alexander is fond of saying, "Sail Fast, But Sail Smart". Having a good maintenance system is smart. Start now and get organized.

*Rick H. Blasé – TEAM Pirate  
US 5816 – The Wild Ride  
Creve Coeur Sailing Association, St.  
Louis, MO*

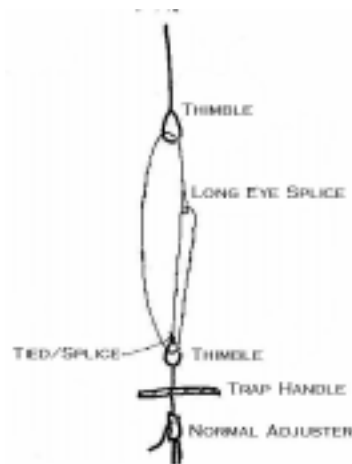
*Thanks to those who helped contribute*

*to this article: Ali Meller, Graham Alexander, Chad Price and the No Viente Virtual Yacht Club (Dave Eberhardt, Bill Green, Marcus Ward, Geoff Cashman, Richard and Ryan Blasé)*

### 505 tips and tricks:

Older boats with non-cored tanks: Attach the spinny ratchet block on the transom. It is a lot stronger location. But I think it won't allow the stopper balls to work by slamming the block. (I'm guessing, we don't have the stopper balls on the spinny sheets.

Gross Trap adjuster: (stolen from Laser hiking strap adjuster) (See pic) Not so sure how useful it is, but it is \*real\* cool. You can't adjust it with load on it. You still have the normal adjusters below it. We also have it on the spinny halyard retriever block on the transom. I think this is for a medium vs. chicken chute (sounds good at least)



*Laying up hulls at Waterat, circa 1984 - for those inquiring minds!*





## Notice of Regatta

### West Marine 505 North American Championships May 31, 1999-June 4, 1999

- VENUE** The Corpus Christi Yacht Club, as the Organizing Authority, takes pleasure in offering its venue to the International 505 Class. Corpus Christi boasts strong, steady trade winds blowing unobstructed over a warm coastal bay. CCYC is a full service club with a history of excellent race management in major championships.
- ELIGIBILITY** The regatta is open to all International 505 Class Yachts with a valid measurement certificate. Both members of each crew must be members of the International 505 Class. Entries must comply with RRS 75.1 with regard to US Sailing or other national authority membership. Yachts and sails will be measured prior to entry and are subject to measurement at any time during the event. Proper, completed entry must be postmarked by May 1, 1999. Late entries may be accepted at the discretion of the Principal Race Officer, and must be accompanied by a late fee of \$75.
- RULES** The regatta will be governed by The Racing Rules of Sailing 1997-2000 as amended January 1, 1999 (RRS), the International 505 Class Rules, this Notice of Regatta (except as any of these are altered by the Sailing Instructions), and the Sailing Instructions. The Sailing Instructions will be available at on-site registration. This regatta is designated Category B with respect to advertising, Appendix G, RRS. Boats carrying Category B advertising must pay a \$50 advertising fee.
- MEASUREMENT** Valid measurement certificates must be presented at check-in on May 31, 1999. Yachts and sails will be measured prior to entry and are subject to measurement at any time during the event. Measurement shall include verification of "all-up" boat weight (fully-rigged boat without sails) and dimensions of all sails (maximum of 2 sets).
- SCORING** The Low Point Scoring System, RRS A2, will apply. Seven races are scheduled, of which four must be completed to constitute a regatta. Each competitor's worst score will be discarded only if six or more races are completed. This changes RRS A2.1.
- COURSES** Olympic triangle courses and variations thereof will be utilized, with approximately equilateral triangles used. Gate starts will be utilized. The racing area will be approximately one half to one mile from the marina.
- ATTRACTIONS** Shore-side activities include the Texas State Aquarium, USS Lexington aircraft carrier and flight museum, Padre Island beaches along the Gulf of Mexico, Greyhound Racetrack, and many museums and shops in the marina area.
- SCHEDULE** Boats will be welcome on club premises Saturday, May 29 through Saturday, June 5. Those wishing to arrive sooner or leave later may make arrangements with the Corpus Christi Municipal Marina at (361) 882-7333. Registration and measurement will take place Monday, May 31 from 0900 to 1600. A practice race will take place May 31st at 1300. Competitor briefing and a welcoming Mexican buffet are scheduled that night at 1900 at CCYC. Racing will take place Tuesday, June 1st through Friday, June 4th. Two races per day, with one race on Friday, are anticipated. Up to three races per day may be conducted in order to complete seven races in the scheduled time frame. Daily awards and refreshments will be provided pool-side after racing. An awards banquet Friday, June 4th at 1900 at CCYC will conclude the regatta.
- AWARDS** Trophies will be awarded to skippers and crew placing first through fifth. In addition, first place trophies will be awarded to winners of each race.
- SUPPORT BOATS** Competitors will not be allowed to communicate with non-competitors other than race committee personnel from the time they leave the marina each day until the completion of the final race of each day. Communication for the purpose of safety is excepted.
- HOTELS** A block of rooms has been reserved at the Travelodge Marina Grande Hotel, located two blocks from CCYC, at discounted rates of \$65. Reservations must be made by May 1 at (361) 883-5111. Ask for north-facing rooms, as live music plays outdoors south of the hotel. Other nearby hotels: Omni, (361) 882-1700; Best Western, (361) 854-0005; Holiday Inn, (361) 883-5731.
- CONTACTS** PRO/Regatta Chairman: Michael McCutcheon at (361) 855-8720 or [mccutcheon@msn.com](mailto:mccutcheon@msn.com)  
Corpus Christi Yacht Club at (361) 883-6518 or [www.ccy.com](http://www.ccy.com)





**Official Entry Form  
West Marine International 505 Class North American Championships  
Corpus Christi Yacht Club  
May 31-June 4, 1999**

Entrants:	Name _____	Name _____
	Address _____	Address _____
	_____	_____
	Telephone _____	Telephone _____
	Club Affiliation _____	Club Affiliation _____
	e-mail _____	e-mail _____
	505 Class member? Yes _____ No _____	505 Class member? Yes _____ No _____

Yacht Name \_\_\_\_\_

Hull Color \_\_\_\_\_

Sail Number \_\_\_\_\_

Measurement Certificate? Yes \_\_\_\_\_ No \_\_\_\_\_

**Waiver and Release of Liability:**

In consideration of my entry and of the substantial volunteer efforts of the officers, directors, members, employees, and representatives of the Corpus Christi Yacht Club ("Host" hereafter), we, the undersigned, hereby:

- 1) waive and release any and all claims, including those of negligence or equivalent conduct, which we may have against the Host, its directors, members, employees, representatives, associated volunteers, US Sailing and the International Class Association resulting from our participation in this regatta,
- 2) acknowledge our responsibilities in participating in this event, for our decisions to start or continue to race in the event and to make certain that our boat, equipment and crew are seaworthy for the conditions which may be encountered during our participation, and
- 3) agree to be bound by the Racing Rules of Sailing, the International 505 Class Official Class Rules, and all other rules which govern this event.

Entrant _____	Date _____	Entrant _____	Date _____
Entry Fee	\$150	_____	
Late Fee	\$ 75	_____	
Advertising Fee	\$ 50	_____	
Extra dinner tickets	\$ 15 each	_____	
	Total	_____	

Entry fee includes two tickets to each of the Monday and Friday dinners, refreshments after racing each day, bottled water on the race course, and launching and docking. Entries postmarked after May 1, 1999 must include the late fee in order to be considered. Please make checks payable to the Corpus Christi Yacht Club and mail with this completed entry form to:

Corpus Christi Yacht Club  
98 Cooper's Alley  
Corpus Christi, TX 78401

# ANOTHER LOOK AT WORLDS '98

Curtousy Onne van del Walls Photography



**THANKS ONNE!**



## KEEPING YOUR FOILS IN TOP SHAPE

### Why Your Centerboard Needs to be Perfect

One of the biggest performance improvements I ever made was when I replaced an old centerboard in my first 505 with a new Lindsay gybing centerboard. The difference was more than a new suit of sails. A great centerboard is also my secret weapon in my 22 year old and otherwise hopelessly uncompetitive Albacore.

The Waterat foils - and the Lindsay foils we used to use - are normally shaped to a NACA 00 family section. These sections are much more forgiving of nicks and dings - and our less than perfect steering - than the laminar flow sections. None the less, all the performance improvement you get from a great centerboard is only there if you keep the centerboard in near perfect condition. When was the last time you checked you centerboard for nicks and dings? Any imperfections can increase turbulence and drag. Apart from robbing you of speed and pointing, a damaged centerboard can absorb water, weakening it and eventually leading to it breaking. Now that is a performance (and dollar) robber!

### How to Make a New Foil Better

Waterat does an excellent job building foils; I think Larry's blades are the best available. The one area where I think they can be slightly improved by the owner is the finish. Waterat spray paints the boards with a very high quality two part polyurethane, which forms a very tough, shiny finish. I believe the blade surface can be improved by careful wet sanding with 600 or smoother sandpaper. This removes the gloss and any orange peel on the finish, resulting in the smoothest, fairest shape possible. I do this on centerboards I am taking to a World Championship.

However, as Larry points out, wet sanding the foil removes that very tough shiny finish, revealing a softer layer underneath. Once you wet sand a board, you will have to keep wet sanding it, as it will scratch more easily. A wet sanded surface also gets dirty more easily, and therefore requires more maintenance than the smooth shiny finish. Eventually, the foil will have to be refinished, and you can start all over.

If you are interested in more discussion of surface finish on foils, check out C. A.

Marchaj's books - the first is *Sailing Theory and Practice*, Dodd Mead & Company, 1964, the second *Areo-Hydrodynamics of Sailing*, Dodd Mead & Company, 1979 - and Frank Bethwaite's recent book, *High Performance Sailing*, McGraw-Hill, 1993. Long time Annapolis area 505 sailor Bransford Eck also wrote two articles discussing 505 centerboard cross sections, planforms, area, and finish, in the '70s. Many long time 505 sailors have copies.

### What Damages a Foil

Centerboards are damaged and worn in several ways. The easiest is by running aground. I sail on the Chesapeake Bay which has a (primarily) soft mud bottom. Soft mud is a lot better than rocks, but the mud has the texture of 100 grit sandpaper, and does ruin the tip. Another easy way to damage the board is to hit something in the water. This seems to happen most frequently in spring, when lots of debris have washed into rivers and then into the lakes, bays and oceans we sail on. Any grit or dirt in the centerboard trunk will also scratch the foil as you raise and lower it. I also find

*continued next page...*

### Onne van der Wal Photography

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Newport, RI 02840  
401-846-9552  
Klehman@vanderwal.com

Email us for 505 World's photo info, or visit us at:  
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that the centerboard bolt sometimes makes the bolt hole bigger and exposes wood, so that water can get in. Even if you never run aground, never hit anything in the water, and never have dirt in your centerboard trunk, just raising and lowering the board will gradually scratch the airfoil portion, and will wear away the widest part of the centerboard head. All of these slow you down! Any damage that allows water to get into the spruce core is bad. The board will be both heavier and weaker. Check your board from time to time, and anytime you think you may have damaged it. Repair any areas with uncovered wood immediately.

#### **How to Repair the damage**

Small scratches can be sanded smooth, or a soft filler can be applied, and then sanded or filed smooth. Anytime you fill with a material harder to sand than the polyurethane finish, you will have trouble sanding down to a smooth fair shape. Dents and dings in the leading edge are a little more challenging; you want to end up with exactly the same shape on the leading edge - this is critical! Cut or file away any broken fiberglass or wooden fibers, and then use epoxy and filler to both seal the wood, and fill the dent. I find that West epoxy with microballoons mixed in works well. It is strong, yet files or sands easily. Being softer than the polyurethane finish, you should be able to sand or file it to fit, without taking too much paint off around the damaged area. I usually shape the repaired area using a medium file. I find that if I do not press too hard, the file does not scratch the polyurethane on the surrounding area, but does easily remove the excess filler material sticking above the surface.

Trailing edge damage is easier to fix. Clean out up broken glass or wood fiber, then find a piece of semi rigid plastic - a small piece of mylar is perfect. Tape the plastic to one side of the blade, so that you are creating a mold for one side of the damaged area. Then using an epoxy and filler mixture, fill in the damaged area. Trailing edges are inherently weak, if the area you are repairing is much more than a thumbnail in size, you should reinforce the epoxy with a little fiberglass cloth. Simply lay the cloth in, and make sure it is saturated with epoxy. The low density fillers like microballoons reduce the weight you are adding in the repair, but this is usually insignificant for a small repair. Low density fillers do make the repair easier to sand and file to shape. High density fillers like

microfibers make the repair stronger.


I use the same mylar approach to repairing a CB bolt hole. After I've cleaned away all the broken material, I tape one side of the bolt hole closed with the mylar, and then put epoxy and filler in the other side. Sometimes putting just the right amount of filler and a second piece of mylar on top results in a repair that needs minimal filling and sanding; you just have to drill the new bolt hole through the filled area. The CB bolt hole in the centerboard should be loose enough that the board can gybe from side to side without being constrained by the CB bolt; it should not be any larger than it needs to be.

From time to time, I build back up the

gybing head of the centerboard. I clean up the worn area with sandpaper or a file, mix a batch of epoxy, using a high density filler (I've used both microfibers and carbon powder for this), and then applied it over the worn area. I shape it immediately with a clean trowel, scraping off much of the filler, but leaving the filled area almost flush with both planes of the gybing head (you should see a distinct ridge where the two planes meet). After the filler has cured, I carefully file and then wet sand the repaired area.

#### **Rudders**

Though I believe rudders are less critical than centerboards, I repair them the same way. They are built using the same materials as the centerboards. A common prob-



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lem with rudders is where the leading edge of the rudder blade is cut back to form the rudder head, just where the bottom of the boat would intersect the rudder blade. That portion of the rudder is typically damaged over time by pulling the rudder off - the rudder hits the bottom transom gudgeon. This can easily be fixed using the same flexible mylar used to repair the centerboard. This time, you force the mylar to wrap around the leading edge of the rudder where it is damaged, making a mold shape for you to fill with an epoxy and filler mixture. Remember to cut or file away any damaged glass or wood before you start.

### **Sometimes You Need Professional Help**

Though I had summer jobs working for boatbuilders and have done lots of small repairs, I am not good enough to get the original shape and finish back on every repair. Eventually, even a well-taken-care-of board or rudder needs to be properly repaired and repainted. When that happens, I send the blade back to Waterat (they have the skills, the templates, and the painting

equipment). What returns a few weeks later is absolutely indistinguishable from a new blade (see the section on how to make a new foil better).

I have a 12 year old centerboard that is as light, stiff and fast as a new one - it has probably been refinished two or three times. Centerboard and rudder repairs can take time, but perfect foils give you better speed and pointing; critical to racing success.

*Ali Meller*



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## HISTORY OF AMERICAN SECTION (EXCERPT FROM THE '64 505 HANDBOOK)

The superb performance of the "Coronet" at LaBaule in 1953, and the immediate popularity of the 505 in France and Great Britain were not unobserved in the United States yachting circles. The first 505 imported into the United States was a gift to Henry Mercer Of Rumson, NJ, from Max Johnson, who had the prototype "Coronet" built. (This boat, US23, is still in beautiful condition and is actively races with Fleet 2.)

At Mr. Mercer's kind invitation, Eric Olsen, capably assisted by Glen Foster, sailed the 505 to a spectacular victory over 26 other classes in Yachting Magazine's third One-of-a-Kind series in September, 1954, at Riverside Yacht Club on Long Island Sound. Boat for boat, the 505 was fourth, but finished first on corrected time with a 3-2-2-1 record. This record is even more spectacular when one realizes that neither the skipper nor crew saw the boat before the opening day of the series, and had to rig her for racing on the spot, even using an old International 14 mainsail. The wind varied from almost nothing to about 20 knots, and the 505's outstanding performance under all conditions won almost unanimous admiration. Shortly thereafter, Geroge O'Day of Boston entered an agreement with Fairey-Marine and became the first commercial importer of the 505.

Any measure of success the 505 Class enjoys in the united States is directly attributable to the enthusiasm and efforts of the members during the early years. One of the first owners was Walter Bowden, who became acting Secretary of the yet unrecognized American Section.

The First North American Championship was sailed in December, 1957, at the Sugar Bowl Regatta in New Orleans. Dennis Posy of Scarsdale, NY, representing Massachusetts Institute of Technology, won the series, with Walter Bowden second and another Texan, Ralph Dorchester of Houston, third.

The American Section was officially organized at the Sugar Bowl Regatta and Dr. William W. Schildecker of Daytona Beach, FL, was elected its first President. His running mate, Walter Bowden became Secretary/Treasurer.

The next regional event was the 1958 Southern Championship, held at Rockport, TX, in July. This series followed the annual Corpus Christi to Rockport long distance race, in which the 505's shared the honors with the Shearwater Catamarans. The Southern Championship was won by Walter Bowden. William Schildecker and

Ralph Dorchester finished second and third, respectively.

The 1958 North American Championship was postponed until February 1959, when it was sailed at the Coral Reef Yacht Club in Miami, FL, immediately proceeding Yachting Magazine's fourth One-of-a-Kind series. The largest yet, this Championship attracted entries from California, Florida, Massachusetts, and Texas. Walter Bowden was the winner after a very hard fought five races. Logan Goar of Houston, TX, was a close second, and Mark Coholan of Boston, MA, was third.

By winning the North American Championship, Walter Bowden earned the right to represent the 505 Class in the One-of-a-Kind series, and finished fifth overall in a forty boat fleet, being beaten by three catamarans and a sailing canoe. Again, the 505 demonstrated her versatile and reliable sailing capability, in spite of a capsize resulting from a foul in one race, and a hopelessly tangled spinnaker in another.

The second Annual Meeting of the American Section was held a Miami in conjunction with the North American Championship. A perpetual half-model trophy, symbolic of the North American Championship was presented to the American Section by Dr. and Mrs. William W. Schildecker.

The 1959 North American Championship was held in Houston, TX, at the Houston Yacht Club in October. Logan Goar of the host club took five consecutive first places by virtue of his flawless off-wind sailing. Walter Bowden was second and Bill Schildecker third.

During the winter of 1960, Fleet 2 of the American Section was chartered on Western Long Island Sound, near New York City. Officers Logan Goar and Bill Schildecker agreed it would be mutually advantageous for both the American Section and the newly formed fleet if the 1960 North American Championship were held at Larchmont Yacht Club on the Sound. The five race series was held during August and attracted participants from Florida, Texas, New York, and Connecticut. The winds were generally light, ranging from about 5 to 15 mph. Henry Schefter, John Isbister and John Marshall, all from the local fleet, finished first, second, and third, respectively.

At the Annual Meeting, fleet 2 presented a perpetual trophy to the American Section. The trophy, a half model of the 505, is awarded to the winning yacht in the third completed race of each North American

Championship. George Moffat, an International 14 sailor and Champion, had just returned from the 505 World Championship at LaBaule, France, and spoke of the series and the European boats.

The first Inter-American Regatta was held at Acapulco, Mexico, in April 1961. This series was created to cement the already close bond between the Mexican and American Sections, and is open to all skippers from both countries. The first Inter-American Champion was Walter Bowden, with Bill Sheppard second and Bill Schildecker third.

The 1961 North American Championship was sailed at the Coconut Grove Sailing Club on Biscayne Bay, Miami, FL. Logan Goar overcame an early lead by Hank Hornidge to win his second Championship. Ralph Dorchester finished second and Hornidge was third.

Corpus Christi, TX, was the site of both the Inter-American and North American Championships in August 1962. Walter Bowden won his second Inter-American title and Henry Schefter won his second North American Championship.

At the Annual Meeting, the Secretary/Treasurer, John Isbister, announced that the 1963 World Championship would be held in the United States at Larchmont Yacht Club during August. It was unanimously decided to postpone a bid by Fleet 3 for the 1963 North Americans, and to hold the two series at Larchmont with the understanding that the 1964 North American Championship would go to California.

In August 1963, some 55 505's from 7 countries arrived at Larchmont Yacht Club for the series. There were 21 participants in the North American Championship from Australia and Ireland, as well as California, Connecticut, Florida, New Jersey, New York, and Texas. For a while, it appeared that the 1963 Champion might be Bryan Price of Australia, but Henry Schefter won the third and final race, and won his third Championship. He was followed by Chris Gasparich and Eric Olsen. Both Series are described in a latter section.

At this writing, there are about 135 registered boats in the United States, three American builders, and three importers of English and European 505's. Interest is particularly high as an aftermath of 1963, and in anticipation of a possible selection of the 505 as an Olympic Class in 1968 or 1972. All in all, it appears the 505 is finally earning its rightful place on the American yachting scene.



## REGATTA REPORTS

### How TEAM SPOT Finally Won a 505 Regatta

The last twelve months will long be remembered as the time when El Niño raged, Monica ingested, the market bounced – and TEAM SPOT won the 1999 505 Midwinter's Championship. What happened? How did TEAM SPOT go from the champions of mediocrity to the champs in St. Pete? It wasn't easy. It took a great deal of time, money and commitment. Here's the story of what worked for TEAM SPOT and why. **Establish Your Own 'Syndicate' and Make the Commitment**

I literally rediscovered sailing when I bought my first 505 in 1995 - Waterat 505 7772 purchased from Ali Meller. I took my new boat to Kingston and raced at CORK with Chris Gorton, a Canadian Albacore sailor I had known for several years. What a disaster! We spent more time swimming than sailing. Neither Chris nor I had very much time sailing 505's and even less time sailing the 505 with each other. Even if you're an experienced sailor in another class, don't just expect to jump in the 505

and cruise to victory. There's no substi-



tute for time in the boat, especially time spent with your crew or skipper.

I met Jesse Falsone in 1996 over E-mail. Jesse said he could be "pumped to do a program" and we set a date to sail together. The program soon progressed, and we set a goal of sailing the 1998 Worlds. I bought a new Waterat, 505 8643, in February 1997. That first year we could usually put together a good first windward leg, but could not hang for the entire race. If we didn't capsize, We would eventually get ground down at the corners and on the runs. We had chronic speed problems despite the fact that we would set the boat up on the 'numbers'. The new boat did not make the old driver & crew any faster, clearly indicating that we had a 'software' problem.

Speed and mechan-

ics problems don't just fix themselves. Yes, a shiny new Waterat or Rondar will help if you're currently sailing a 25 year old Parker. However, improvement doesn't come without time, and time in the boat together doesn't come without making a considerable commitment. Commitment is the main ingredient to improving your sailing abilities. Barney and Jesse are basically two hackers who made a sailing commitment. If we can do it, so can you!

### Pushing the Performance Envelope

We have spent countless hours sailing in all conditions. We have logged an estimated 60 capsizes. We have been stomped at every regatta we attended in the process. However, there were a few moments of inspiration - the moments of revelation and epiphany. These times should be recognized and recorded because they don't happen often. When you're 505 performance suddenly reaches new heights, take a good look around and figure out what you're doing right so you can repeat it!

**Upwind:** One such magical moment was at 1998 ECCs where we put up a brand new set of North sails and, for some reason, the boat went like a bat out of hell. Unfortunately we still went to one wrong mark, missed one start by 2 minutes, and dropped a spin sheet over the bow on one race. Another event was during Worlds: we were in 7<sup>th</sup> around the final leeward mark in a freshening breeze - and were getting rolled by everyone. Jesse literally kicked me from the wire saying, "find a new gear damn it!" After monkeying around we found a combination of settings that, in conjunction with putting the bow down, lit the boat up on an upwind plane. Remarkably, we held our position in that race.

**Reaching:** The key was learning to manage power and balance with board, cunningham, vang, and rake. We were three sail reaching in after a race in the 1997 NA's at Long Beach in around 15 knots, and were overpowered. The main was ragging and the chute was dragging the boat sideways. We had raised the board and yanked the cunningham a bit, but the boat wallowed under the tremendous lee helm. Jesse suggested we rake a little. I dropped in 3 inches of rake and pulled the shrouds on. The main twisted off just like it does in response to raking while sailing upwind. All of a sudden I HAD to pull the main in to keep Jesse out of the water. With the main full and the rig shifted aft, the boat balanced perfectly - and it took off like a shot. What a revela-

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## REGATTA REPORTS

tion! I felt as if someone had just scooped the shit out of my ears and peeled the duct tape away from my eyes. Another break through was Bartz goggles (suggested by Jesse). Like everyone, I have had chronic



difficulty seeing in the breeze. The Bartz goggles solved this. All of a sudden, I had 20/20 vision and did not have to rely on 'The Force' or Jesse's screamed admonitions to guide us.

**Gybing:** Our now infamous problem was that we were trying to gybe a 505 with the same technique in all conditions. I was steer-

ing with my knees while attempting to fly the chute with two hands in 30 kts. STOP LAUGHING! I was so desperate to know the secrets to heavy air gybing that I even queried the 505world email list in a now famous thread entitled "*How to Gybe a 505 - Barney Harris Comes Out of the Closet*" (see web page). All that swimming taught us! Now in high wind I simply wait for the cue (when the spin twings are pulled), grab the new spin sheet, jam the helm, dive for the new windward side, and DUCK - knowing that Jesse will be pulling the boom over - and not taking "NO" for an answer. TEAM SPOT has not gone for a swim due to a botched gybe since mid summer - a real time saver.

**Running:** Ethan Bixby was nice enough to host a bunch of sailors at his house March for a weekend practice session. Ethan said "Barn, you must learn to steer the boat from the leeward rail downwind" (something Jesse had been saying all along). Well, we worked at it while going slow for what seemed like years - wait, it did take years! But the many hours eventually paid off. Now Jesse and I will simultane-

ously pump the chute and main down a steep wave. Neat stuff. Three pumps per wave is the rule, and in most conditions on the 505, you should use all three! When we figured out the timing involved with each of us pumping downwind, we couldn't stop - like a couple of 13 year olds who had just learned how to masturbate.

**Enjoy It:** It is easy to have fun doing anything when you win - that's like shooting fish in a barrel. It takes a special gift to really enjoy getting hammered all

the time. The mood on board the "Tossed Salad" [TEAM SPOT 505 8643] is one of constant humor. Sometimes I am laughing so hard I mess things up; drop the tiller or something. When we do screw up, we try to figure out why and how to prevent it in the future - but do not dwell on it much beyond that. When we do well, we tell each other 'good race' and analyze what we did right and wrong and where, and how our competition screwed up so badly that they



were vanquished by TEAM SPOT!

**Spend the Money:** TEAM SPOT realizes that we can not compete unless we have hardware parity - so we shell out the \$\$ until we have only ourselves to blame. 505 sailing is expensive, right? WRONG! In the grand scheme of things, sailing any dinghy is an order of magnitude less expensive than a lot of things like, say, a Mumm 30 or 1D35, a helicopter, an airplane, a race car, or a wife and two kids!

**The Basics:** We try to do the big things correctly. Nail the start and the first shift and the last shift before the mark. When we get to the windward mark, pull up the chute and DON'T CAPSIZE. Don't dump at the gybe. Don't get the spinnaker sheet over the bow at the leeward mark. Keep a lane of clear air. Stay on the lifted tack - and keep your finger on the 'GO' button.

**Burning Desire:** This is what motivates us to travel all over the country (good beer and friends help also). Hey - both Jesse and I have it. We eat sleep and drink dinghy racing in general - and 505s in particular. I wake up looking at the wind outside, think about how to improve the controls and systems on the boat as I drive to work, and dream about gybing without capsizing in bed every night. Its on our minds all the time. We are hooked and there is nothing either of us can do about it. What a great addiction!

*Barney Harris, edited for clarity by Jesse Falsone*  
USA 8643, TEAM SPOT

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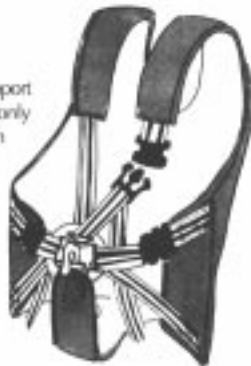
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## FLEET UPDATES

As the Broncos are charging into another Superbowl, the Colorado 505 fleet is reaching into 1999 with our annual fleet AGM/Superbowl party.

Just like the past two years, Gary and Gina Scott will be crowned as Fleet Champions, but this year the victory is bitter-sweet. The Scotts, a fleet mainstay and the mark all other Denver 505 teams are judged against, will be departing for sunny California in the spring. Their contributions to the fleet are too numerous to list, and they will be missed for many seasons to come. We hope they will still come to play once in a while.

We are also losing veteran crew Dick Hamilton to a warmer and sunnier climate. Hamilton, long time crew for Dick Peck, has more than 30 years experience in the 505 and has also been a mainstay of the Colorado fleet.

Though we have not yet finalized a regatta schedule, we are looking forward to perennial favorites Dillon Open and Nebraska Governor's Cup. In 1999 we will have a coaching weekend at Lake McConaughy, and we will organize the Timberline Regatta, a regional dinghy regatta. The Timberline is a great way for our fleet to draw some positive attention from the Colorado sailing community.

Recently Dick Peck launched a fleet arms race with his purchase of Lindsay 7318, "Dump Truck," from Peter Alarie. "Dump Truck," took 4th at the recent Worlds with countless other major event top 10 finishes dating back to 1981, including 9th at the '95 Worlds, 1st in the '97 Mid Winters and North Americans. Peter Alarie has done an amazing job rebuilding this boat, including its transom, which we are likely to see a lot of this year.

Stories, rigging tips and sailing advice were exchanged over pizza and beer when Ali Meller and Jef Arnold came to Denver for a conference. Eighteen people, both current and potential 505 sailors, came out of the woodwork to join them for dinner at local hangout Old Chicago. Everyone who attended had a wonderful evening and we all learned a little too.

Following fleet 36's growth over the last three years, we will likely be adding two new teams to the fleet this season, and possibly a few new crews.

1999 will be an exciting year for the Colorado fleet as we continue to grow and attract top sailors from the area. Newer and faster equipment, coaching sessions, and experience in the recent Pre-Worlds and Worlds,

is helping the fleet as a whole get faster and better.

*Bill Green*

### Here's the story in the Northwest

We had 7 50's out in January!!!! Yes, it's true. 7 boats made it out to Lake Union Saturday for our winter sail and fleet meeting.

After a delay by the Oak Harbor crowd (flat tire). We were under way to enjoy the swirling winds of the lake. Some places we sat and 100 yds later the lighter crews were trapped out, not for long but they were still on the wire. Saturday was an excuse to get out on the water and sail with our friends, some of which we met that morning. There was only one VERY informal gate start where we sailed down to the south end of the lake and back, the rest of the time was spent just enjoying the acceleration of the 505. The rain held off until we all were ready to head to Paul and Rebecca Shipley's for a tasty pasta dinner.

Our future plans as a fleet were discussed and the 99 schedule created. We have decided not to put a focus on a final regional regatta at the end of the season. It was decided to put together a series with the overall winner being 1st in the region. Since we tend to swap crews a lot, the boat that attends and comes out ahead in the series will be our champion. So set your calendars now. The Seattle One-design Centerboard Keelboat Series (SOCKs) is going to be our big focus this year. It is the biggest regatta in the area, lots of exposure.

We have done a lot of boat trading this year, so we are expecting to see many new faces at our regattas. Again our focus will be on the fun of the 505 and getting new folks a ride. We are always looking for new crew.

*Paul Von Grey, US 8559*

**New west coast web site is on line!** Have a look, it includes a nearly complete California race schedule and local tidbits. Local boats for sale. <http://www.wavejump.com/505west/>

If you would like to add something send it to me and I will incorporate it. We are also considering getting the west coast mail list to an automated service. Look for that soon. I am going to ask if we can start our list using address on this list. If you have an objection to be listed let me know. This is a free reputable service with 6 or so other sailing related list.

*Steve Anderes*

### Region I News

While, many of the steadfast regulars will be returning for another competitive season, Region I will be sporting some new faces, as several boats have already changed hands in the off season.

Nick Trotman and Mike Mills have sold 'The Green Room', 8610, to local (Hyannis) collegiate sailors W. Mason and Eric Knight, the two will sail throughout the winter in Charleston, SC before returning to Hyannis for the summer. The defending World and North American champs have promised a return, but not likely for a couple seasons while Nick is attending Graduate school. Bristol legends, Pete Alarie and Mike Zani have sold the famed 'Dumtruck', 7318, to Richard Peck in Colorado. No current plans have been announced to replace her, as the two have purchased A-Class catamarans, however, cameo appearances at major 505 championships has not been ruled out. Recent URI Graduate, Ted Marvel has bought 8240, from Chris Musler. Ted lives and works in Newport, RI, and plans to sail in all local events. The Long Island fleet is going to get a jumpstart with the addition of 8645, Dave Anderson and Fred Liesegang have purchased the boat from Jim Englert. The two have plans of starting a fleet and possibly hosting a regatta sometime this summer on the Island.

With most of 1999 Region I regatta dates set (see 1999 Calendar), I am pleased to announce the return of the New England Championships. The annual event has been re-instated thanks to the donation of the perpetual trophy by Tom Kivney. The inaugural event will take place July 17-18th on Buzzards Bay, hosted by the New Bedford Yacht Club and organized by Neil Fowler, an event not to be missed. The regatta will serve as the regions' championship and should attract top talent from regions throughout North America and beyond. In 1999 the Region will be focusing on increasing participation at local regattas for local fleet building and supporting the North American, East Coast, and Eastern Canadian Championships. In addition, several possible clinic dates featuring World Champ & Class VP Mike Mills have been discussed and will be announced shortly.

*Tim Collins*



## REGATTA REPORTS

### Random thoughts from '99 Florida Midwinter's

Drove down with Dennis Burroughs... at least it wasn't driving alone.

Saturday - Great to be here! Hello to friends, including Simon Lake and Martin Wedge from the UK. No breeze. Fine with me. Great to be here.

Sunday - no wind in the morning. All dressed up and no place to go. Head into town for lunch and almost miss the first race. Three races in light to medium. Non planing upwind, marginal trapezing.

Harris/Falsone are beating up on the rest. Meller/Burroughs lead at one weather mark, but have not got the teamwork down to the point that Burroughs comes into the boat as they bear off. Nearly dump to windward. Ouch!

Top three fighting it out in every race, except Meller/Burroughs break top three once, beating Nelson/Alarie.

Sunday - more breeze. Fantastic! Four races? Great job Pat!

Same top three fighting it out, with Meller/Burroughs in the hunt at the first mark, but then going backwards at the corners. Desperate battles between the first three, and then the next three for positions. Crash tacking on the line, etc. Tail end dumping.

Guys who bought Trotman/Mills boat know how to win a pin end start, but not how to change gears.

When its over, Harris/Falsone with their

SailEXPO three years ago. They are working to start a fleet on Long Island, and are bringing other people into the class.

Once again SPYC does an outstanding

PL	SAIL	CREW / SKIPPER	R1	R2	R3	R4	R5	R6	R7	TTL
1	8643	JESSE FALSONE/BARNEY HARRIS	1	1	3	[3]	1	1	2	9
2	8191	PETER ALARIE/MACY NELSON	3	[4]	2	1	2	2	1	11
3	7093	SCOTT IKLE/ETHAN BIXBY	2	2	1	2	3	3	[3]	13
4	8263	DENNIS BURROUGHS/ALI MELLER	4	3	8	8	[9]	4	4	31
5	8085	ALLAN FREEDMAN/RENE DE LA RIE	6	5	4	6	5	[7]	6	32
6	7346	ANDY CHENEY/LATANE MONTAGUE	5	6	5	5	6	5	[8]	32
7	8635	SIMON LAKE/MARTIN WEDGE	9	[11]	7	4	4	8	7	39
8	8024	SOL MARINI/DAVID CHATHAM	11	10	[13]	9	8	6	5	49
9	6985	MICHAEL BRETON/DYLAN BRETON	7	7	6	[13]	11	11	11	53
10	7879	LESLIE CRANE/CLAYTON JAMES	8	[12]	10	11	7	9	10	55
11	8610	ERIC WRIGHT/W. MASON	15	8	9	7	[16]	12	12	63
12	7678	CHRIS GORTON/DOUG WEATHERBY	13	[13]	11	12	10	10	9	65
13	7061	JASON BREEDER/ANGELA BREEDER	10	9	12	10	12	16	[16]	69
14	4565	ALLAN BROWN/ANDREW COLE	12	14	14	16	16	16	[16]	88
15	8645	DAVE ANDERSON/FRED LIESEGANG	14	15	15	16	16	16	[16]	92

first significant victory in the 505 class. Nelson/Alarie 2nd, Bixby/Ikle close behind in 3rd. Big spread to Meller/Burroughs in 4th, just one point ahead of the tie for 5th between de la Rie/Freedman and Montague/Cheney.

Great to see Dave Anderson and Fred Liesegang in the Waterat they bought from Jim Englert. A real success story for the 505 class. We met Fred and Dave at

job with this event. I just love the food while de-rigging.

Too bad about the dates this year and next, I think closer to New Year's, or even between Christmas and New Year's might work better.

One of these years we're gonna have to run a 505 Worlds in Florida around Christmas time.. someplace warm and windy...

*Ali*

### Updates from the Midwest

1998 was a good year for the Midwest 505's. Fleet activity was at a high with a large number of regatta's during the year. This was the first year this sailor can remember where we had to pass on both the Summer and Fall Sandusky Open Regatta due to conflicts. We saw a new 505 sailing Venue on Lake St. Clair, SouthPort Sailing Club in Windsor, used for both a training Regatta and the MidWest championship. Fleets were revived in Chicago and Indiana. Detroit, Wisconsin, and Northern Ohio saw renewed activity while neighboring states supported a scattering of sailors.

At least four superboats joined the region, two recent Rondars and two Waterrats. The Parkers they replaced stayed in the region and went to new fleet members as starter boats. This influx of boats increased both the level of racing and the number of racers.

Four racers from the region went to worlds and had a great time. They came back with lots of experience and tips for

those of us that stayed home. The silly part is that three of the four finished in a clump. The three boats that have mixed it up for years on the small and great lakes finished right next to each other after throwing in an additional 100+boats for diversion. Go figure. Ki Kaiser, Graham Alexander, and Dave Stetson ended up 89, 90, and 91 respectively while the Gesings ended up 82th.

We are all looking forward to 1999 and additional increased activity.

*Jim Tuten*

### The News from 505 Fleet 19:

Spinsheet has signed on to sponsor our East Coast Championship, scheduled for Sept 24-26 at Severn Sailing Association in Annapolis. Spinsheet has agreed to provide two quarter page ads free of charge. We can use them however we like. Spinsheet's sponsorship will enable us to attract additional sponsors and leverage this event in all sorts of ways, Yahoo!

Mark Freedman is already hard at work putting together our Spring newsletter.

Please let Mark know if you have anything you'd like to see in it. His e-mail is freedmml@westat.com. We will be mailing out a Fleet 19 schedule, with a big mention of the ECC, on March 1 to the entire 505 East Coast list as part of this mailing.

Ali, all smiles, Meller seems happy as a clam in his new digs at Severn Sailing Association. Ali and Todd Johnson have been out sailing almost every weekend in the last month and hope other folks will join them. Contact Ali at alimeller@aol.com for info on practice times.

We are looking at doing three organized early spring events, before the West River Spring Regatta. We'd now like to do two spring one day events at SSA on March 27 and April 10. The April 10 has already been scheduled but we're thinking of adding March 27. We see these events along the lines of the Turkey Bowl event we did in the fall to great approval. The third event is a coaching event at WRSC on March 24.

*Allan Freedman*



## 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 2505; Clark Bag Boat, Older but still sails great. 1 set of North sails newer trailer asking ??? under \$1000. John Fortiner, jfortiner@earthlink.net or 425 673-0968. (2/99)

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

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

USA 3506; Parker, launcher, 2 sets of sails. 1975 Worlds winning boat, asking \$1350 Jennifer Johnston at jennifer.johnston@intel.com or 503 690-1859. (2/99)

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

USA 6203, Parker, All glass launcher boat w/-cored bottom. Extremely well maintained and still pretty stiff. Excellent road trailer and dolly w/-current tabs. Dolly rolls onto trailer. It comes with; 2 centre boards(1 gybing Lindsay), brand new rudder, top cover, 3 sets of sails from good to excellent and a Proctor D boom and mast. Ready to race. Asking \$2600. Peter Tuck at pktuck@pacifer.com or 360 546-2116 (2/99)

USA 6277; Rondar launcher, Proctor D, 2 mains, 2 jibs, 1 spin, and trailer, Waterat CB. Nolan Gerlach ngerlach@u.washington.edu or 206 526-2688. Call for price. (2/99)

### Decent Used Racing Boats, 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).

USA 7554, Parker, Balsa cored glass/kevlar hull, kevlar and carbon reinforcement. Currently un-rigged. Z-spar mast with rigging and ram included. Tapered spin pole also included. One set of OK sails included. Re-decked fordeck) and added carbon stiffeners 1997. Hull fully primed with 545. White hull, kingston grey deck (Interlux topsides.) Transom completely re-worked with carbon. Ready for your choice of top-coat. Parker rudder assembly and head. Centerboard needs work. Many backing pads for cleats and turning blocks already installed. Bow launcher. Cradle, no trailer. \$750. This is a great entry level boat which can be optimized for top performance.

Add to the hull: Proctor D section, Pinnel and Bax Rigged. New, never used. Choice of spreaders. Price: \$1100 Proctor Boom: \$200 rigged. I would include it but it is the only one I have right now for the 505 and two Fireballs. Waterat Centerboard: will not sell until boat sells. Separate \$375 Pinnel and Bax spinnaker (1997) never flown. Will

sell today, \$600 Whole thing delivered to you: \$2750 firm. I am in Charleston S.C. and will deliver as far as Hampton or WR. Call me, Henry McCray, 843 971-0982 or 843 588 0023 (1/99)

CAN 7679 - Parker, bag boat. Excellent boat to get introduced to the fleet. Will come with a proctor D mast and a set of sails. Asking \$4,000. trailer and trolley available. The boat is in Kingston, Ontario but would be delivered to any locality within 5 hrs. Price: \$4000 Contact: Kevin Reid. Phone: 416-650-4235. Email: kreid@wks96.ssb.yorku.ca (11/98)

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.

USA 7839; Parker, White Hull, Bag Boat, Wood Deck, Jibing Center board, 2 sets of sails, Top and Bottom Covers, Trailer with Spare tire, Trapeze Harness, Wet suit (medium), Life Jackets. Everything in fair to excellent condition. Boat located near Harrisburg, PA. Price \$3000 for everything. Contact Ed Kriens, EdKriens@aol.com, Home 717-761-5636; Work 717-720-2398

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

USA 8024, 1987-88 Rondar, 2 sets of foils (one new), 2 Proctor D (one new), 2 suits of sails (one new for '98 Worlds), top and bottom cover, Rapide combi trailer. Will help with deliver, if possible. \$7500. Dave Chatham, 401 789-2847,

*continued next page...*



## 505S FOR SALE IN NORTH AMERICA

dcha1286@postoffice.uri.edu.

USA 8351, '91 Rondar epoxy boat. Yellow, white bottom and boot, gray decks and interior. Trolley/trailer combo (with title!) top and bottom covers. New ram, adj. spreaders, D mast, transom bridle, many sails, M&W board, custom carbon rudder plus spare kick-up rudder. Asking \$6750. Please call Tom Price, home (410) 437-5897, or work (410) 293-5155. or email tprice@arctic.nadn.mil.com. (1/99)

### SUPERBOATS

USA 8548 Kyrwood Carbon, launcher, standard blades, goldspar mast and boom, 3 mains (2 mylar, 1 kevlar), 2 jibs and 2 spinners. Dolly only. Boat has slight damage to right gun'l near bow but VERY fixable. 6500\$ firm. Boat is in Wa, can help transport on West coast. Paul Von Grey (360) 679-0831, vongrey@gte.net. (11/98)

### 505s For Sale in the UK: Buy and Ship to US

Another source of interesting used 505s, with many more late model 505s for sale, is the UK. Some of these 505s are listed here. Other sources are the Yachts & Yachting Classified Ads in each Y&Y fortnightly issue, try a list of boats taken from Y&Y Classified, Rondar Raceboats keeps a list, and

UK 505s for sale from the Intersail Web site. If you need to convert UK Pounds Sterling to US dollars, try the Universal Currency Converter.

Rondar has a list of used boats that could be shipped to North America in one of the containers they are sending. Shipping would be extra, but the cost would obviously depend on the number of boats in the container. All boats would be thoroughly checked by Rondar before shipping, but they could not offer warranty at such a distance. You can convert the quoted prices in English pounds to US dollars at about 1.6. These boats typically come with sails, trailer and covers. Good boats tend to sell quickly. Contact Paul Young at Rondar at e-mail :106351.110@compuserve.com, or at Rondar contact information.

**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.**

Rapide trailer and dolly, large wheels with 2 spare wheel/tires. \$975  
tutenj@battelle.org

Proctor D mast (good shape), with a gooseneck fitting ordered from England for \$80: Epoxied mohagany centerboard (very

good condition) needs 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. Tom Cook 408-335-9294, nurmot@cruzers.com

A fully rigged epsilon mast. Phil Schriener, ps470bmw@aol.com 410 252-7851. Asking \$300

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

Two Harken Magic boxes, 5" travel, 6:1 mechanical advantage, Max working load 300#, 1 inch sheave diameter; new in the original Harken packaging. Both boxes for \$95 delivered anywhere in the US via Priority Mail. Call Eric at 415-921-3468 or e-mail: renoir@renoirinc.com.

Not Enough Space in Garage Must Sell Some Sails! North D81-96 Kevlar main (new March 1996). Used in light air '96 Worlds (some of the time), '96 UK Nationals (some

*continued page 31*



## DIRECTORY OF 505 BUILDERS AND DEALERS

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## REGATTA REPORTS

### RYC Midwinters Race Day #1, Dec. 6th, 1998

Last weekend 10 brave boats showed up at RYC after a severe storm beat Northern California on Saturday night. They were greeted with a crystal clear sunny day and winds that started great and diminished during the day. Thad and Mystery Man Steve Bartz teamed up in Steve's Pristine USA 8554 and took the win. Eric "Woody" Willis and Wendy were a close second and were rumored to have really deserved the win but Eric hit a tree, smashed up his face, and ended up second for the day. But that's another story.

The best part of the whole weekend was all the NEW fleet members that made it out and some faces we haven't seen in a while. WELCOME or WELCOME BACK to all of you who made it out on Sunday.

Don't miss RYC Midwinters #2 on January 3rd (Sunday only) 1999.

Also, I hope to have a preliminary 1999 Schedule out by the end of the month.

Stay tuned.

*Eric Willis?*

PL	BOAT	SKIPPER/CREW	R1	R2	TOTAL
1	8554	STEVE BARTZ /THAD LIEB	1	1	2
2	6983	ERIC WILLIS /WENDY HERZBERG	2	2	4
3	7300	CRAIG COLLINS /KEN RICHARDS	4	3	7
4	7877	STEVE ANDERES /BRUCE FLEMING	3	4	7
5	7069	DAVID BYRON /BEN ?	7	6	13
6	5281	DOMINIC MARCHAL /?	5	8	13
7	7155	AARON ROSS /GREG SORRELLS	8	5	13
8	5859	PASCAL BRUYEE /CHI ?	6	9	15
9	7153	CHRIS GOODENOUGH /KATE ?	DNS	7	18
10	4162	BAILEY WHITE /RICHARD STAFFORD	9	10	19

### RYC Midwinter #2 Results

While Bruce Edwards and Dave Shelton were home sleeping (and it was a great slumber I might add....Ed), Sunday began with a strong gusty easterly that eventually settled down to roughly 6-10 knots from the NE. All of the races were sailed in nice sunny conditions ranging from skipper and crew on the tank to fully powered upwind trapezing. (for us light people) The first race was led primarily by Doug Hagan and Kirk Wilson and closely followed by Craig Collins and Ken Richards. However, the finish went to Eric and Wendy by picking

up some breeze on the left on the last beat. The second race was marked by a very tight pack at the windward mark with David Byron and Peter rounding first. Craig "I'm going to luff you all the way to Stockton" Perez and Ed Neuman were last seen at the jibe mark and rumor had it that Craig was attempting to luff a container ship for stealing his wind. The last two races were won by David and Peter by sailing very fast at deep angles downwind. Reese Jones and Tim Boschert also made a strong first showing in their all wood Kyrwood/Benedict. The conditions were perfect Northern California midwinter sailing with not a cloud in the sky.

See you next month.

*Eric Willis*

*who happened to be tied for victory on that day.*

PL	BOAT	SKIPPER/CREW	R1	R2	R3	TOTAL
1	6983	ERIC WILLIS /WENDY HERZBERG	1	2	2	5
2	7069	DAVID BYRON /PETER WINTER	3	1	1	5
3	7156	DOUG HAGAN /KIRK WILSON	4	3	3	10
4	7300	CRAIG COLLINS /KEN RICHARDS	2	4	4	10
5	6665	REESE JONES /TIM BOSCHERT	6	5	6	17
6	5281	DOMINCK MARCHALL /HAYES RAFFLE	7	6	5	18
7	7611	CRAIG PEREZ /ED NEUMAN	5	DNF	DNF	21

### SoCal Midwinter's

We had a light turnout for the 1999 southern California mid-winters mainly because none of the Northern California flakes showed up. It was their loss though. We had perfect conditions. Sunny, warm and variety of conditions. The Racing in the harbour on Saturday was in light wind through the later part of the third race when the breeze picked up for the run home. Sunday started much the same around noon. After the first race however, the wind picked up to ~15 knots from the S SW and we were able to get two more good races in rounding out the weekend with a total of six. The racing was good with the lead changing in almost every race. Mike and Howard

PL	SAIL No.	COMPETITOR	R1	R2	R3	R4	R5	R6	TOTAL
1	8771	HOWARD HAMLIN /MIKE MARTIN	1	1	(3)	2	1	1	6
2	7201	DAN THOMPSON /ANDY ZINN	(4)	2	1	1	2	2	8
3	7771	ANDY BEECKMAN /BEN BENJAMIN	2	3	(4)	4	3	3	15
4	8084	ROB WATERMAN	3	(4)	2	3	4	4	16
5	8494	SHEA THORVALDSEN	5	5	5	5	(6)	6	26

gave their new waterat a good christening by winning the first and second race. In the next two races Andy Zinn and Danny Thompson came on strong to win and take the lead. The last two races The wind kicked in and Mike and Howard were able to use their downwind speed to win the races and take the regatta. After sailing Danny Thompson was explaining his theory that the Northern California Boats don't like to come down because they are afraid that all of the Southern California boats will beat them. Furthermore, he challenges any Northern California boat to come to the Hi-Per regatta, April 10,11 and is willing to bet free beer to any Northern California boat that can beat any Southern California boat.

*Mike Martin*



## JOIN THE INTERNATIONAL 505 CLASS, AMERICAN SECTION

Membership in the International 505 Class Yacht Racing Association, American Section gets you the American Section magazine, Tank Talk, and national and regional mailings. You have to be a member to race in major 505 events, as well as mailings from the International Class Association.

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

Dues, made out to "505 American Section":

**Full Membership \$35** (*owners, skippers and crews to race in North American or regional championships*)  
**Associate Membership \$20** (*mailing list, non-boat owners*)

Please put a check in the mail to:

Jesse Falsone  
24 Edgewood Green Ct  
Annapolis, MD 21403

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

PLEASE INCLUDE THE FOLLOWING INFORMATION:

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

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

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

Membership type:

Full Associate (Please circle one)

505 Sail/hull number: \_\_\_\_\_

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

*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!*



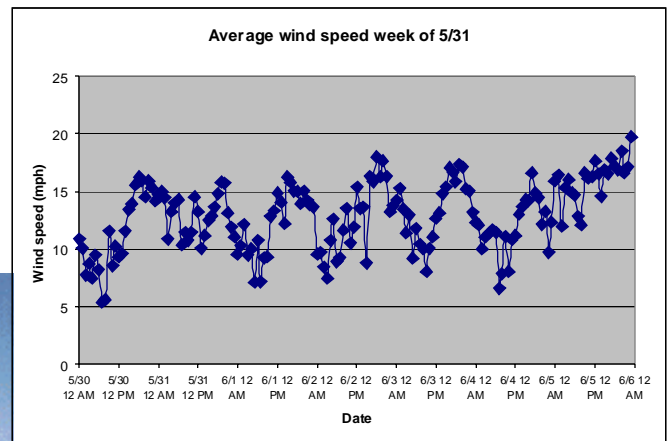
of the time) and light air '97 Worlds only. Very low mileage. This mainsail finished 7th in the 1997 Worlds. Very good racing condition. Very fast, easy to point high. US \$300. North 3DL mainsail. Unique! Built August 1993, 2nd at 1993 NAs. The only 3DL 505 sail in existence. Low mileage, good condition (some tears and patches in foot). Optimal for less-than-full-sized teams. A really neat mainsail. \$375. North AP2 (standard) jib. Full length luffs (for all forward tack and some launcher 505s). Good to near-new racing condition. Have telltales and trim lines on clews. '98 (January) used only 2 or 3 races, near new condition. US \$250. North AP3 jib (new February '98), large window, less than one season's use. Full length luff. Telltales and trim lines on sail. Very good racing condition. US \$225. Two North AP4 jibs (new September '98), large window, used in World Championship and one race each in pre-worlds. Full length luffs. Very

nice, fast sails, standard cloth weight, very good racing condition, \$300. Lighter cloth weight, used in two light air races, essentially brand new, \$320. Probably the fastest 505 kite I have ever had. North medium spinnaker. Polyester, grey. Built in July 1997, 7th at 1997 World Championship. Already has launcher patch. Excellent condition. Same design as above blue spinnaker. Very fast. \$325. North watermelon spinnaker. Built August 1993, used sparingly. White Dynac (nylon). Good racing condition, smaller in area than current medium spinnakers. \$150. Contact Ali Meller 703 414 4010 (o) 301 963 0159 (h) Email to



# Come join us in Corpus Christi!

West Marine 505 North American Championships  
May 31, 1999-June 4, 1999



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