

Luff Wire

Columbia Basin Sailing Club
Tri-Cities, Washington



"All the News That Fits"

December 2002-January 2003

Member US Sailing Association



CBSC on the Web – <http://www.cbsc.info>



Commodore	Tom Harris	946-0480	Past Commodore	Dave Gilles	943-1769
Vice Commodore	Alan Brothers	545-4589	Race Chairman	John Bickford	627-2042
Treasurer	Ralph Wilson	375-7402	Desert Regatta	Ken Nelson	585-4252
Secretary	Ryan Bickford	627-2042	Rescue Boat	Dennis Trimble	783-6435
Editor	Scott Petersen	308-9033	Librarian	Terry Filson	946-3301

From The Commodore(s)

First the Outgoing Commodore:

It's hard to believe another year is done. I just now finished winterizing our C27. Hopefully this is an indicator of an early spring.

This is my last shot at the commodore's comments so it is time to thank every one that has helped make the sailing club. First, thanks to my officers, they have done an excellent job keeping us on track and running smoothly. There are so many people that did so much for us over the past year I can't name everyone with out fear of missing someone. So here I go with the chicken way out: thank you one and all!

Be sure to come to the awards banquet January, 18 at Florentina's in the Pasco airport. This will be a great party and an excellent opportunity to meet our new officers, Tom Harris, Alan Brothers, Ralph Wilson, and Ryan Bickford.

Again thank you for an excellent year and from the Gilles Family, "Happy New Year."

Dave Gilles



Upcoming Events

Saturday, January 18th: Annual CBSC Awards Banquet. Please send in your registration, or contact the Treasurer to reserve a spot. The deadline for registration is January 10th.

January 17-26: Seattle Boat Show at the Seahawks Stadium and Exhibition Center, and the Lake Union Boats Afloat Show

Now the Incoming Commodore:

As I attempt to write my first report to the club, I can't help looking out the window. It's the third of January, and the first really nice day in quite a while. Somehow, I feel that I should be getting the San Juan cleaned and ready to sail. I know that the start of sailing is still a ways off, but a little daydreaming never really hurts.

Since being elected (read railroaded) to the position of Commodore, I have been thinking about the future of our club. It seems that the same problems that have been plaguing us for some time still exist. First, we are relying on the same few people to carry the largest share of the work. And second, our membership has remained relatively level for a number of years.

The first problem should be fairly easy to fix, or so it would seem. Realizing that we all have other obligations and responsibilities, I would ask that you all make an effort to attend our meetings. We need more participation at the meetings. We need your ideas.

A stable membership is not a problem at all. The problem is that many of our members have developed other interests, and have taken on new responsibilities. Some have moved out of the area. Much to their credit, most of these people have continued their membership and continued to pay dues. We owe these people a great deal of thanks. Many of these people were very active in the club. We need new people to help fill the void that has been left by their absence. Another result of a stable membership is, unfortunately, that it ages. Most of our members, myself included, are well into middle-age. We need to recruit new, young people, with new ideas and the energy to enact those ideas.

Your officers are in need of your help. Please come to the next meeting. I hope to see you all at the awards banquet.

Tom Harris

Meeting Minutes, submitted by Ryan Bickford

Wednesday, November 13, 2002

Banquet is on January 18th at 6:00 PM (18:00); dinner will be served around 7 PM.

Secretary report: Nothing, just watching the LV Cup

Treasurer report: Not present. At last report we had some money.

Race Committee report: Fall series completed; will have final results soon. Need to get the Trophies back for engraving before the banquet. Alan Brothers has most of them. It is time to begin putting together next year's racing schedule. Please send dates of out-of-town regattas or other potentially conflicting events to the Race Chair at JCBickford@att.net.

Commodore: Is there any news on the Livingston? Dennis will bring it to town and have someone look at it.

Officers Nominated:	Commodore Tom Harris	Vice Commodore Alan Brothers	Desert Regatta Ken Nelson	Treasurer Ralph Wilson
	Secretary Ryan Bickford	Race Chair John Bickford		

Our new Desert Regatta chairman, Ken Nelson, was asked to start getting the word out about Desert Regatta to try and get out of town interest. Dates for Dessert Regatta are the first weekend in May, the 3rd and 4th.

Awards Input for our special awards (e.g., Rusty Spike) should be sent to the Commodore at dgillas@urx.com.

RACE REPORT

Sunday, October 6th

After another glorious day of fall sailing on Saturday (where I mistakenly thought I was RC) crewing with Van Ramsdell and Co. on his navy blue bullet of a Scot, I woke up Sunday morning and went out to do my duty as RC only to find a reduced turnout from the day previous. Sunny, windy, perfect except for the turnout (perhaps they were all tired out from yesterday) we held three quick races. John and Ryan Bickford, sailing Ken Wood's Flying Scot on loan, really seem to be getting the hang of things... It took us a while to figure out how the boat was rigged, but John and Ryan have settled right in, staying in the front ranks in both days of sailing... Scott Petersen in his San Juan with the gorgeous antique outboard (did you paint that?) was sailing his usual great game and roaring around the course. All in all another great day of fall sailing, that always makes me think why we don't do more of it?
Ken FS 25



The Bickfords lead the fleet



Mark Rol weathering a gust

Scott, Regan, and Louis in New Zealand

The flight to New Zealand is not the fun part.

It takes twelve hours to jet from Los Angeles to Auckland. Our flight left LAX at 9:30 Friday night and landed at 8:00 Sunday morning. It took a while to comprehend that we completely missed Saturday (when you go west across the International Dateline you leap ahead one day), but our bodies weren't too put off their circadian rhythms because New Zealand is only three hours behind us this time of year (actually 21 hours ahead, but those circadians don't care what day it is, only where you are in the day). So, it's a little like staying awake all night buckled into an uncomfortable chair in a room with 300 strangers, one of whom is trying to sleep on your shoulder and the rest plodding by in an endless quest to find a vacant rest room. Despite our best intentions, we didn't sleep much.



Auckland, the "City of Sails"

Getting to and being in New Zealand, however, is loads of fun. For one thing, the people are friendly and you can usually understand what they are saying. For another, going to the southern hemisphere during our winter time is a blast; our first night there we finished dinner at 9:00 and marveled at the daylight when we went outside. There was (and is) also a sailing race going on down there that you may have heard about. That is the subject of this article.

We didn't decide to go to New Zealand just to see some of the Louis Vuitton Cup, but it provided a handy excuse. For years I held the conviction that I would visit Australia and New Zealand someday by sailing there myself; until that day comes a 12-hour airplane flight worked into my schedule a little better. For those of you who are not following the America's Cup, the Louis Vuitton Cup is the series of races held to choose a challenger to New Zealand, which currently holds the America's Cup. This challenger series consists of about 100 different races run in several series from October through January. We were there during the Quarter Finals Repechage, which whittles the number of challengers from six to three. The remaining duke it out in the Semifinals during December and the Finals in January.

We arrived in Auckland on Sunday, November 24th. The first race was scheduled for the previous day but was canceled because of lack of wind. On Sunday afternoon the winds built to over 30 knots with higher gusts, so racing was canceled for that day, too (the rules state that average winds must be between 7 and 17 knots before a race can begin). I had booked places on a 15-meter sailing catamaran for Monday, and we were hoping that the third day would be charmed.

We spent Sunday afternoon walking around Auckland, spending quite a bit of time on Syndicate Row, where the nine challengers have their compounds consisting of inside storage for their two racing boats, office space and, of course, a gift shop. We went in several of the shops but spent time in only two: OneWorld (out of Seattle) and Alinghi (from Switzerland). As I was rooting for OneWorld I did my part to support them by buying several things...the profit derived from my purchases may have paid for a few Kevlar threads on a foresail. Besides representing northwest sailing and being the first America's Cup challenger from this corner of the country, I like this syndicate's environmental theme and their cool logo. The Alinghi shop was fun to visit because they have a couple participatory displays that simulate being on an America's Cup boat. One of them is sailing's version of a bucking bronco, where you are sent out on the bow of a yacht being tossed around



Scott on Alinghi's Grinder. Faster, faster!!

by hidden hydraulic pistons, simulating actual action during a race. The other was a couple coffee grinders set up in an interactive video display, where a crew member yells at you to crank faster and displays give you feedback on how well you are doing. That was the tough one. It is amazing how fast those guys crank and how much energy you expend in just a few seconds of grinding. One time on this torture device was enough to convince me that my real place on these boats was in the afterguard.

On the walk back to the hotel that afternoon we encountered hoards of people watching the "Santa Parade" that wound through the Central Business District of Auckland. One of the oddest things for us about being "down under" was all the Christmas festivities being carried out during summertime. The Christmas meal is traditionally barbecued outside! The rest of the day we saw a bit more of the city, ate an excellent meal, and then went to bed to catch up on two day's sleep.

Our day on the water dawned beautifully, and the lack of wind didn't deter my optimism because winds typically come up in the late morning in the Hauraki Gulf. We walked down to the docks to meet our hosts on board *Caprice*, the cat I mentioned above. While we were down there we signed up for an all-day bus tour to Rotorua the next day at a nearby tourism company, which was an act I later regretted. Our hosts, Franz and Antonia, live on board and run this business, and were both very nice. Off we motored, through Waitemata Harbour, up Rangitoto Channel, leaving the island to our starboard, and up to the race courses. It took about 2



Figure 1 Onboard the *Caprice*

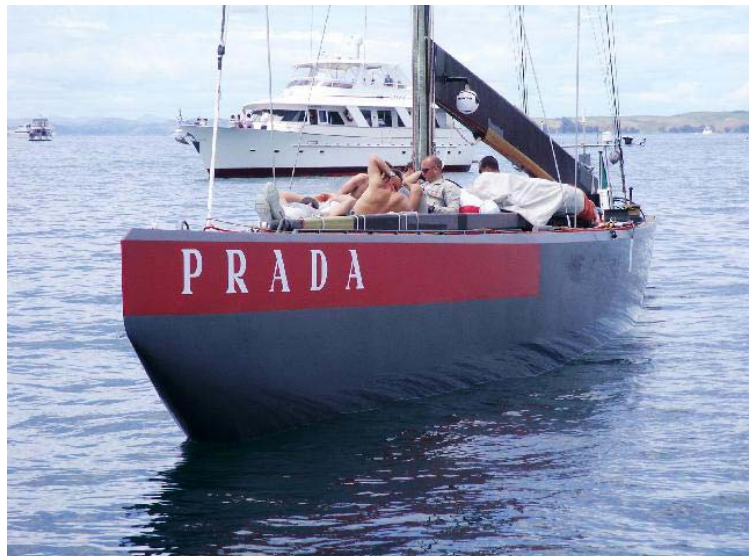
hours motoring at around 7 knots, and we got in a bit of sailing as we approached the Gulf. That didn't last long, as the wind got lighter the closer we got to the committee boat! At the scheduled start time, 1:15, the race committee raised the postpone flag, so we waited. The wind acted like it might fill in a couple of times but it was mostly very calm, so we floated around and slowly motored to get close to the boats.

While bobbing around we had some good food and interesting conversation with the other ten people on board. There were a couple Italian guys that mostly slept, two other American couples, and an older Kiwi couple from the northern part of the North Island. Captain Franz was very good at maneuvering the boat close enough to the Cup boats so we could get some good pictures but far enough away so the on-water police didn't come warn us away (as they did a bigger

boat that circled *Prada* right after us...apparently we were small enough to get away with it but they were not!). We got good looks at all the boats except OneWorld. They had both boats on the Gulf but stayed away from the committee boat. The wind showed faint signs of rising a couple times during the afternoon, but it never filled in. Despite our frustration of being out there with no wind, we felt for the Race Committee and the sailors as they were being skunked for the third day in a row! The committee was so bored that they organized a race

between the RC runabouts and Syndicate tenders. This got us spectators interested for a while when without warning these boats with inflatable marks in them went tearing north to where we thought the wind might be filling in from. Perhaps they had a spotter up there that announced a beautiful breeze filling in? Perhaps not...they were just bored.

At a little after 4:00 PM the RC called the race for the day and we headed back to town. The weather forecast indicated that tomorrow's conditions would be very similar to today's. If there had been some decent indications of wind I would have forgone the tour the next day and gone back out, but with only 15 days in New Zealand I didn't want to spend another one doing what we did today. The fact that I didn't go out probably assured that racing would occur, and it did. Oh well. The good part is that wherever we went in New Zealand the races were always being broadcast live on TV and the radio. Can you imagine a radio broadcast of a regatta in this country? At any rate, the tour was good, and on Wednesday we flew to the South Island for eleven days of exploring. But that's another story...



Prada Crew Reading, Waiting for the Wind to Come Up

Scott Petersen



Stars & Stripes boats, USA-66 and USA-77, being towed to the race course on November 25th



One of the many Megayachts in Auckland Harbour, this is the Tatoosh owned by Paul Allen



CHARTER

In Accordance with the
Constitution and By-laws of the
Flying Scot Sailing Association
Fleet Charter Number 186

Is hereby granted to
Columbia Basin Sailing Club
Listing as charter members in said Fleet

Al Hopp, Captain FS 4887, Scott Brim, Secretary FS 2723, David Gilles FS 2169, Roger McVicker FS 4368, Ken Nelson FS 25, Van Ramsdell FS 5407, Dennis Trimble FS 1863

By order of the Executive Committee

James B. Harris

President

MaryAnn S. Crews

Secretary

And So it was that the second Flying Scot Fleet in Washington State was established. After years of working as a statewide fleet it was decided that the best way to help with the growth of each area was to establish a new fleet. The Portland area is also working on establishing a fleet. Fleet 100 has a long and glorious history being established in 1984 by Charles Buffington, James Caro, William Claypool, and Alan Rees. Several of the early members of Fleet 100 had roots in the Tri Cities. Ken and Marianne Wood sailed here in the seventies and Hal and Cheryl Hay also sailed here (in Flying Scots no less)...To bring things full circle, a couple of years ago Dennis Trimble purchased Hal Hay's Flying Scot and brought it back to the Tri Cities. Last fall Ken Wood called me to say that they were embarking on an adventure to build a hospital in Africa and would be out of the country for a year or so, and could I take care of his Flying Scot. Promptly thereafter John Bickford came to my rescue to sail the Wood's Scot in the fall series. I used to be the sole Scot in the Tri Cities (after three previous

ones had left) and managed to talk Rick Wright (where are you?) and Dave Gilles into buying the boat. Soon after Al Hopp, Roger McVicker, Dennis Trimble, George Martin, Van Ramsdell (he owns two!!) and Scott Brim (you oughta drop one of the T's off your first name) joined the fray. I used to travel over to the west side a couple of times a year, and one year they made the mistake of making me Fleet Captain. We have continued as sort of a bicameral fleet, but it has become obvious to me that the continued growth in the original Fleet 100 is going to be dependent on Puget Sound area Flying Scots. I know that everyone in this new fleet strongly supports the efforts of Fleet 100 to grow and the efforts of the Portland area to develop its fleet. Happy New Year, Pacific District Flying Scots.



Flying Scot Fleet 186 Charter Members

SOCIAL EVENTS

The Annual CBSC Banquet, January 18th, 2003

Where: Florentyna's at Pasco Airport

When: Social Hour 6:00 p.m., Dinner served at 7:00 p.m.

Cost: \$20.00 per person (this includes tax and gratuity)
They will be selling wine by the glass and bottle; \$5.00 corkage fee.

MENU

We need to choose two of the following:

Flat-Iron steak with savory Peppercorn Sauce

Fettuccine Alfredo with Smoked Salmon

Jumbo Beef Ravioli with Creamy Marinara

Fettuccine Alfredo



Also included in the dinner are Caesar Salad, Green Salad, Steamed Vegetables, Breadsticks, Chocolate Mousse Cake, Cheesecake, Coffee, Tea, and Lemonade

Registration Form for 2003 CBSC Banquet

Name: _____

Number in Party: _____

Entrée choice*: _____ Flat-Iron steak with savory Peppercorn Sauce
Please pick two _____ Fettuccine Alfredo with Smoked Salmon
_____ Jumbo Beef Ravioli with Creamy Marinara
_____ Fettuccine Alfredo

Total cost: _____ X \$20 = _____

Please make checks payable to CBSC, and mail to:
Columbia Basin Sailing Club
P. O. Box 1063
Richland, WA 99352

* If few or no responses by January 1st, the Executive Committee
Will decide on the dishe



Notes and Miscellaneous

- When you register for the banquet, consider including your annual dues in the same check/envelope.
- All the recent Luff Wires should also be available on the CBSC web site. The electronic versions have color photographs!
- Please send (or otherwise communicate to) the Race Chairman or the Luff Wire Editor the dates of any sailing related events that might be of interest to CBSC members during 2003. They will be included in the Luff Wire, and the Race Chairman will be apprised of potential conflicts with our own racing schedule.



MEMBERSHIP APPLICATION
 Columbia Basin Sailing Club
 P.O. Box 1063
 Richland, WA 99352



Name, Last _____ First _____

Phone, Home () _____ Work() _____ E-Mail _____

Address _____

City _____ State _____ Zip _____

Boat Type _____ Size _____ SailNumber _____

Main Sailing Interest:

Cruising _____ Racing _____ Other _____

Fees: \$35 Membership \$20 Associate (non-boat owner) Membership

\$25 Luff Wire Advertiser

Sponsor: _____

Please tell us who introduced you to CBSC _____

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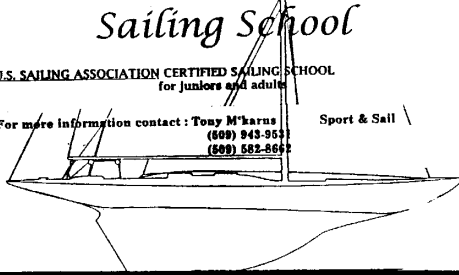
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Next General Meeting
 Wednesday, February 12, 7:30
Tri-City Court Club