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

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



Luff Wire

Columbia Basin Sailing Club
 Tri-Cities, Washington
<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

March, 2003

From The Commodore

Another month has passed and with it, hopefully, the gray winter skies. March ninth begins the Spring Racing Series. For the time that I have been involved with CBSC, spring has offered the best winds, and the best racing conditions. Although I don't intend to race a lot this year, I do plan to make it to as many races as possible. Watching a dozen or more sailboats on the water is a great way to spend a spring morning. And you never know when the first nominees for the Rusty Spike will make their presence known.

At our February meeting, the body voted to establish a membership committee. This committee was also charged with promotion of the CBSC. Ralph Wilson, Ryan Bickford, and Jay Thomas agreed to serve. I'm sure that they would welcome ideas from any of our members. We are also looking for ways to promote Desert Regatta. If you know of any reader boards, public or private, or have access to anyone in the media that would be willing to help us to these ends, please contact one of the members of the membership/promotion committee.

The club has about fifteen T-shirts left over from past regattas. They will be given out, on a first come first serve basis, to the



Commodore Harris

membership at the March twelfth meeting. At the April meeting, Scott Petersen will be giving a presentation on his recent trip to New Zealand. New Zealand is a fascinating country and this should be an interesting program. Plan to attend.

Tom

Upcoming Events

- Wednesday, March 12th: Monthly Meeting; 7:30 PM, Tri-City Court Club
- Sunday, March 9th: First race of the Spring Series, Charbonneau Park; there is another race on the 22nd

From the Secretary

Meeting minutes, February 12, 2003

Treasurer's Report

Ralph Wilson has taken over for Alan Brothers. Ralph found a Budget from 2001 and went over it to make adjustments for this year. The cost for the banquet this year was \$700 plus \$55 for trophies. The total insurance cost isn't known since US Sailing changed carriers this year. We have the basic coverage so it shouldn't be more than a couple of hundred dollars. We also need to spend \$55 to re-file our Corporate License since it has lapsed. We discussed costs associated with our Web site, www.CBSC.info, but didn't come up with any final numbers. Ralph has the final budget numbers for 2003. He would also like to remind everyone to pay their dues for 2003. Scott Petersen was asked if the Luffwire budget was about right. It was! There was a question about the cost of advertisements in the Luff Wire and when the fees were last collected.

Boat Maintenance

Dennis was not there to report.

Desert Regatta

Ken hasn't sent any notices yet. He keeps meaning to do it but hasn't.

Race Committee

The race schedule has been set. The first race of the season is on March 9th. John Bickford asked that everyone please sign up for your turn as Race Committee. Since Dennis will be busy the first weekend Ken will be the first RC. The question of late starts this summer was brought up and will be determined at a later time since it didn't work so well this last year. John asked if we thought that the 25% throw out was too high. The group consensus was that it shouldn't change. It was also brought up that racer's scores would be thrown out if their dues haven't been paid in a reasonable amount of time. **John will be giving a Race Committee Seminar at the Next Meeting!**

Old business

Tom inherited a box of old Desert Regatta T-shirts. He would like to give them out at the next meeting and then donate the rest to charity. Everyone agreed. Dave Gilles asked who has burgees. The consensus was that there weren't any extras. Scott Petersen placed the first order in 1996, and it was thought that Dick Quigley placed a subsequent order. Scott Petersen said that Prestige flag and banner made them last time and that last month they were running a special. A motion to buy 25 burgees to sell to club members passed.

New Business

The bylaws need to be reviewed and updated! No one took on this task.

Two years ago at the San Juan 21 Western National Scott contracted a band to play before and during dinner. The Commodore thought this was a nice touch that should be considered for the Desert Regatta. Ken and Scott will be looking into cost for them and other bands to see if we want to have one at the Desert Regatta this year. Tom asked if we want to provide breakfast on Sunday. Dave and Tom would be willing to set a menu, cost, and prepare it.

Tom Harris is worried about future members, so he proposed a standing membership committee. He nominated Ralph Wilson to chair it, and Ryan as the youngest member of the club to be on the committee. Then Jay Thomas and Ken Nelson volunteered to be on the committee. Ideas given to the committee included reader board announcements in the area, newspaper ads and articles, notices on the KNDU community bulletin, and a possible Memorial Day sail/parade of sails.

Scott Petersen pleaded for more Luff Wire input. He threatened to start leaning on people for input if they don't send it to him! We all feel Scott is doing a great job and know he will keep up the good work.

Notes and Miscellaneous

- Alan Brothers subscribes to Gold Old Boat Magazine, and alerts us that the lead article in the current issue is an in-depth look at San Juan 21s. The article discusses the history of the class and Clark Boat Company, and describes the sailing and racing available to SJ21 owners in the Pacific Northwest. There are lots of color pictures, including racing on the Snake River. For those of you who are not familiar with Good Old Boat Magazine, you are missing a classic in the making. Each issue usually profiles one or two good old boats, and sometimes a particular builder or designer. For the current issue, it is a Bristol 24, a Contessa 32, and Chris Craft Sailboats. There is also usually an article on boat design by "resident" naval architect Ted Brewer, plus many practical "how to do it" articles of special interest to those of us with older fiberglass designs. It is published bi-monthly with a newsletter on the odd months. You can check it out at <http://www.goodoldboat.com>, and even order a free trial issue online.
- Several years ago we had a short classified ad section in the Luff Wire. I know I benefited by getting some neat stuff. If you have something you're not using and want to sell it to a good home, send it in to the editor.
- A reminder that the Commodore will be giving out free T-shirts at the March meeting on a first-come, first-served basis.

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:	<input type="checkbox"/> \$35 Membership <input type="checkbox"/> \$25 Luff Wire Advertiser <input type="checkbox"/> \$20 Associate (non-boat owner) Membership	

Roster of Past and Present Members

Last Name	First Name	Street Address	City, State, Zip	2003 Dues
Anderson	Brigit Trenkle & Rich	412 N Kansas St.	Kennewick, WA 99336	
Ashworth	Dawn Roy and Rick	1204 N. Perry Loop	Kennewick, WA 99336	X
Bickford	John & Lela	1307 S. Rathwood	Richland, WA 99352	X
Brim	Scott & Cornelia	516 N. Louisiana St.	Kennewick, WA 99336	
Brothers	Alan	1002 Road 55	Pasco, WA 99301	X
Darke	Bill & Marilyn	210 Somerset St.	Richland, WA 99352	
Dyer	Ken & Sheryl	705 W. 24th	Kennewick, WA 99337	X
Ellis	Diana	3506 w. 36th Loop	Kennewick, WA 99337	
Fifer	John & Treva	534 Lakeview Dr.	Burbank, WA 99323	X
Filson	Terry & Margaret	1740 Davidson Ave.	Richland, WA 99352	X
Fritz	Karl & Rose	1403 Keller	Richland, WA 99352	
Garrett	Bruce & Sue	1701 S. Author	Kenniwick, WA 99338	
Gilles	Dave & Nancy	1911 Duportail	Richland, WA 99352	X
Gorsline	George & Earla	2200 S. Ranier	Kennewick, WA 99337	
Grandstaff	Mark	702 Lincoln	Walla Walla, WA 99362	
Harris	Tom	1503 Cottonwood Drive	Richland, WA 99352	X
Holle	Walt & Nancy	2408 W 37th St.	Kennewick, WA 99337	
Hopp	Al & Janel	1705 Road 76	Pasco, WA 99301	X
Klunk	Joseph & Donna	1117 S. Highlander Place	Kennewick, WA 99337	X
Loew	BJ & Merry	8405 Richardson	Pasco, WA 99352	
Marley	Mike	1511 W. 2nd. Ave.	Kennewick, WA 99336	X
Martin	George & Davene	408 Saint St.	Richland, WA 99352	X
McKarns	Tony	1607 Judson	Richland, WA 99352	X
McVicker	Roger & MaryLou	413 Shaw	Richland, WA 99352	X
Nelson	Wanda Haddon & Ken	3802 W. 15th Ave.	Kennewick, WA 99337	X
Norton	John	2153 Violet Lane	New Brighton, MN 55112	X
Peck	Bill	834 Boyer	Walla Walla, WA 99362	
Petersen	Regan Weeks & Scott	268 Mata Road	Kennewick, WA 99338	X
Quigley	Richard & Joyce	2800 Klamath	Kennewick, WA 99336	
Ramsdell	Van	4312 Laurel Dr.	West Richland, WA 99353	X
Reed	Ed & Shirley	1919 S. Newport	Kennewick, WA 99337	X
Reeder	Paul & Rachel	1718 Birch Ave.	Richland, WA 99352	X
Retterer	William & Elizabeth	2812 La Pierre Canyon	Kennewick, WA 99338	
Rol	Mark & Shirely	281 Rachel Road	Kennewick, WA 99338	
Smitt	Gary	4105 South Lyle St.	Kennewick, WA 99337	
Spaulding	Bob & Judy	826 W 25th Ave.	Kennewick, WA 99337	
Thomas	Jay	804 W. Sunrise PR NW	Benton City, WA 99320-6612	X
Trimble	Dennis	6911 Willamette Ave.	Kennewick, WA 99336	X
Werner	John	2008 W 21st Pl.	Kennewick, WA 99337	
Wilson	Ralph	123 Spengler	Richland, WA 99352	X

The Bickford's at the Miami Boat Show

The Trip There: Thursday, February 13, 2003

Lela and I left Pasco at 5:06 a.m. bound for Miami, Florida, to visit the world's largest boat show. After a long layover at Seatac airport (trying to sleep on airport seats is just that - trying), we continued our journey with a connection in Chicago, arriving in Miami at 7:30 p.m. After some hassles with renting a red mustang (it was not in the stall written on the contract so we had to search the parking garage for it. Then, after we found it, the fuel tank was less than 3/4 full, requiring another visit to the counter to get an adjustment.), tired (remember our 5:00 a.m. departure?) and, by now, hungry (two bags of snack mix on the airplane didn't quite meet our needs for dinner.), we headed to the hotel following directions from Carmen, the car rental agent who sent us to the wrong rental car stall. Sure enough, Carmen also directed us to the wrong Hampton Inn. Fortunately the right one was only about 3.3 miles down the same street so we arrived and checked in without further ado. After grabbing a quick bite to eat at a nearby Pollo Tropicana, we finally got to bed.



Day Zero, Friday, February 14, 2003

Lela couldn't seem to wake up after our ordeal getting to the hotel, so we didn't leave for the boat show until 1330. Extraordinarily heavy traffic on the turnpike, wasted time looking for a non-existent parking lot, and a lengthy shuttle bus ride to the show, delayed our arrival at the Yacht & Brokerage show (the closest of the three boat show sites to where we parked) until after 1500. Because that site was all power mega-yachts and because we estimated another 45-60 minutes to get to the Strictly Sail show, we gave up on the boat show for the day. Instead we drove up highway A1A a few miles to Bal Harbor to deliver a letter for a friend. He

no longer lives at the last known address so we bombed out on that attempt as well. We proceeded to the South Miami Beach Art Deco district to check out the art studios. After a short search, we found a parking spot across the street from a house with a door that Lela wanted to photograph. That house just happened to be the late Gianni Versace's home that recently sold for \$3.8 M, according to the man sitting across the street collecting \$2.00 for taking pictures of people in front of the house, including us.



The Miami Boat Show, continued

Day One: Saturday, February 15, 2003

Saturday morning traffic was very light so we got to the show in good time and were on board our first boat by 1030. We concentrated on catamarans but did go aboard a few mono-hulls just to see how they compared. One very nice Moody 54 earned Lela's seal of approval but seemed very cramped compared to the much more spacious cats we had seen. Our favorite boats were the Fountaine Pajot Belize 43, the PDQ 42 Antares (Canadian), and the Seawind 1200 (Australia).

Cruising trimarans, a racing cat, and many other models were on display. Most of the boats were owned privately and were "on loan" for the show.



Moody 54

Late in the day we met Rod Gibbons, President of Cruising Cats USA in Seattle. He has written books about cruising on catamarans and buying boats. He explained several options for saving money to help convince us to buy, including becoming a sales rep, agreeing to keep the boat ready to show in Shilshole Marina, and taking delivery in France, which would save \$20,000 in delivery fees.

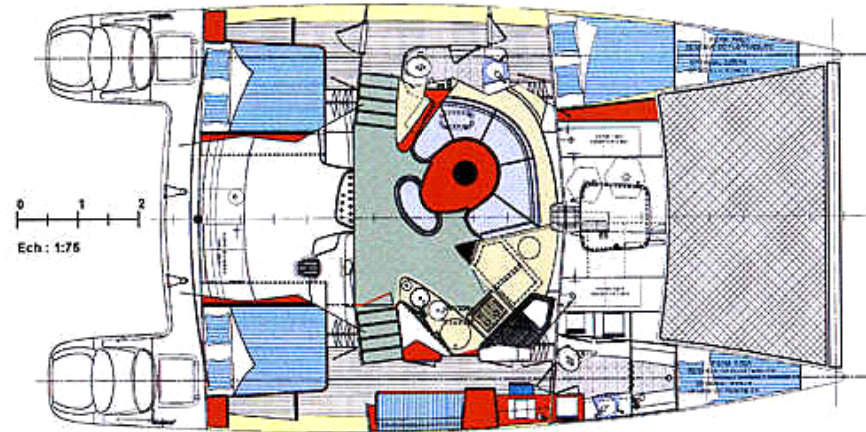
By 1730 the features on all the different boats were starting to blend together so we called it a day. One of the displays in the exhibition tent



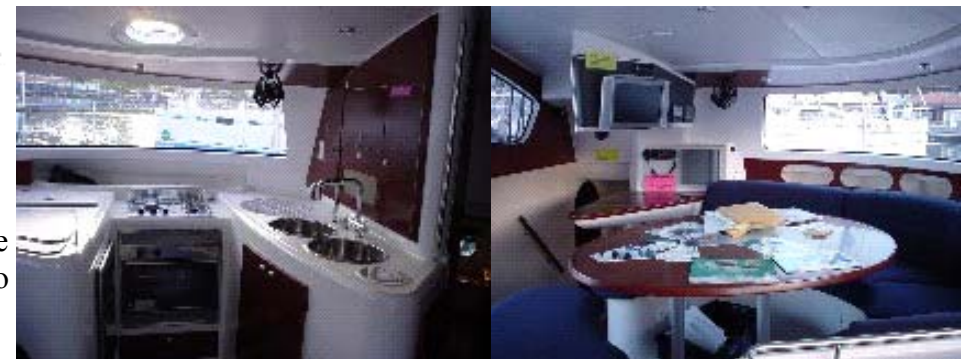
worthy of note included a mainsail furling device called a Dutchman. Instead of lazy jacks, this system utilized what looked like fishing line strung from the boom to the topping lift through grommets in the sail. Another interesting display was a vendor demonstrating Pasco Fix, an alpha-cyanoacrylate ester glue that bonded al-

most instantly. When combined with a companion filler material, it was an awesome material for filling in scratches and plugging gaps in any materials being joined. It was \$25 for a small bottle so I didn't buy any. On the way out of the show, we stopped to look at Flying Scot #5506.

On the way back to the hotel, we stopped for dinner at a wine store/coffee shop/deli near the other Hampton Inn. They did not have any Washington wines, but the meal was otherwise very good.



The Belize 43 plan view (left) and on the Water (top). Interior views of the galley and cabin (bottom left and right, respectively).



As you may have guessed by now, Lela and I both liked the Belize 43 much better. When Rod told us that Fountaine Pajot would be raising their prices 10% immediately after the show, we decided to rearrange the order of our retirement plans by purchasing the boat now, working for a few more years, and then selling the house and cars to cruise the world.

Anyone interested in helping sail a boat from France late this summer?



Helm and Cockpit

Day Two: Sunday, February 16, 2003.

While reviewing the handouts from day one, I realized that we had totally skipped the dock full of the Catamaran Company boats. They were showing three Lagoons - a 38, a 41, and a 47. We particularly wanted to see the 41 to compare it to the Fountaine Pajot Belize 43 we had seen the day before. As we walked on board the 38, whom should we run into but Rod Gibbons from Cruising Cats.



John Bickford "Signing the Papers"

(Note happy dealer in the background)

A feature-by-feature comparison of the Lagoon 41 with the Belize 43 showed the Belize to be more suited to our needs and desires. The saloon seating was the only feature on the Lagoon that Fountaine Pajot should emulate. The Lagoon seats were built into a cabinet, giving them a backrest and producing a small but handy shelf on the cabinet top behind the seats. In contrast, the Belize was fitted with bench seats.