

Luff Wire

Columbia Basin Sailing Club
Tri-Cities, Washington



"All the News That Fits"

November 2002

Member US Sailing Association



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



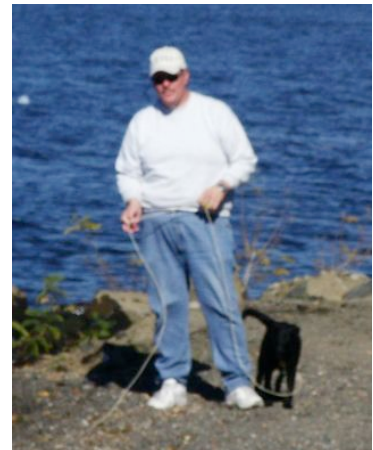
Commodore	Dave Gilles	943-1769	Past Commodore	Roger McVicker	375-0438
Vice Commodore	Scott Petersen	627-6694	Race Chairman	John Bickford	627-2042
Treasurer	Alan Brothers	545-4589	Desert Regatta	Scott Petersen	627-6694
Secretary	Ryan Bickford	627-2042	Rescue Boat	Dennis Trimble	783-6435
Editor	Scott Petersen	627-6694	Librarian	Terry Filson	946-3301

From The Commodore

Well, our season is winding down rapidly. We only have one race left and hopefully we can get that completed before the snow flies. Come out and put some color in your cheeks!

It's time for elections for next years officers. So far we have a full slate of volunteers. They are:

Commodore: Tom Harris
Vice Commodore: Alan Brothers
Treasurer: Ralph Wilson
Secretary: Ryan Bickford.
Desert Regatta: Ken Nelson (yea Ken!)
 Thank you all!



Dave and his Dog

If you are interested in what you can do for the club, come to the next meeting: 7:30 at the Tri-City Court Club in Kennewick on November 13th. We will be voting on our officers and looking for ideas for some of our more celebrated awards, such as the Rusty Spike and The Grey Poupon...

Speaking of awards, planning for our banquet is complete. We will be dinning once again at Florentyna's at the Pasco Airport. Florentynas has always put on a great party for us; sign up using the form on page 7 of this issue and bring the whole family.

See you on the water, or ice as the case may be,

Dave

Next Meeting: November 13 th , 7:30, Tri-City Court Club
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Meeting Minutes, submitted by Ryan Bickford

Wednesday, October 09, 2002

Secretary Report

I have nothing to report. Louis Vuitton Cup has been postponed a several times due to lack of wind just like us.

Ken is going to work on getting membership stickers to put on your boat to proudly display the fact that you have paid your dues.

Vice Commodore

The BBQ needs to be bolted to the Trailer bed still, then it will be finished.

No Treasurer

Nothing from the Commodore

Race Committee

Still has an opening on Sat Oct 19th

Old Business

Awards Banquet...Florentina's Jan 18th. Menu choices were discussed. We discussed e-mailing the choices out and then vote at the next meeting.

Is the Livingston motor working? Wondered if we need to fix it or get a new one. Dave will contact Dennis for the info. Perhaps a used motor would be the best choice.

Nomination for Officers

Commodore

Tom Harris

Vice Commodore

Alan Brothers

Secretary

Ryan Bickford

Treasurer

Ralph Wilson

Race Chair

John Bickford

Other names that were considered were Terry Filson, Paul Reeder, Bill Reeder, Terry Powers, and Scott Brim. We also discussed ways to get the cruiser's more active in the club, and thought John Fifer would make a good officer. We will be voting for officers at the next Meeting.

New Business

A question was asked about Yacht Club affiliations? We discussed that we should try and get an outside fleet her for Desert Regatta this year. We also discussed ways to get more people into the club.

RACE REPORT

Saturday, October 5th

Sat., Oct. 5, was a beautiful fall day at Charbonneau with sunny skies and good winds for sailing. The estimated wind speeds of 5 to 10 mph were rather consistent allowing for 4 races. Paul Reeder handled the race committee job.

The first race started at 10:50 AM with a 2p, 3s, 4s, f course and 10 boats on the line. Ralph Wilson in his laser was called for being over the line but by the first mark he was leading the fleet. Scott Petersen in his SJ21 had a great start but was overtaken by Van Ramsdell in his Flying Scot before the first mark. At the third mark, the laser had actually increased its lead.

With the winds still holding strong, the second race started with 11 boats. The course was 2p, 4p, 2p, 4p, f allowing for two long spinnaker runs. Both Ralph Wilson and Scott Petersen were over the line and had to restart. But again Ralph was the first boat to the first mark. Dennis Trimble and Van Ramsdell were neck and neck behind Ralph going up to the first mark. Dennis was quicker to get his spinnaker up after rounding the first mark, but both Flying Scots really flew on the downwind leg and passed Ralph. Dennis was first at mark 4 followed by Van, Ralph, Scott, the Bickfords, Dawn and Rick, the Red Herring, Rich Anderson, and the Fifers. Going upwind to mark 2, it appeared that the laser was catching up to the two Flying Scots and the Bickfords in their Flying Scot were gaining on Scott Petersen. Again at mark 2, Dennis was quicker to get his spinnaker up and opened up a significant lead. Ralph was still in third place. During the run downwind, the Bickfords were able to pass Ralph. After mark 4, Dennis was leading easily with the Bickfords closing the gap on Van and waging a great battle for second place.

The third race started at 1:29 PM after a break for lunch. The course was a repeat of the first race, 2p, 3s, 4s, f and 10 boats hit the line. The start was rather ragged with Mark Rol in the SJ24 over early. Both the Bickfords and Scott Petersen had excellent starts. It appeared that the rounding at mark 2 was very congested with boats coming and going. On the downwind leg from mark 2 to 3, Dennis Trimble was in the lead. Without his spinnaker up, Dennis was trying to fend off Scott who had his spinnaker flying. The Bickfords were in third, Van was fourth, and the Brims were fifth. Dennis finally got his spinnaker up but was passed by Scott. Most boats kept their spinnakers up for the reach from mark 3 to mark 4. After mark 4, Scott stayed close to the campground shore while Dennis chose the Franklin County shore and made a big gain.

Several boats retired after the third race, but there were still 8 boats on the line for the 4th race. This was an upwind start with marks 4p, 3p, f.

Paul Reeder

Saturday, October 19th

Saturday, Oct. 19, was another gorgeous fall day. It was a day that gives you that calming, poetic feeling; even to one who doesn't have the words to describe it.

The wind prediction was for 3-6 mph. When we arrived at Charbonneau, there was a light, light breeze. At first it was out of the north, but about 10ish it swung around to the south and began to fill in, although still light. Started the first race sequence shortly after 10:30. A couple of minutes later, in slow motion, Paul Reeder laid his boat over. They were doing some adjustments here and there and crew was on the low side impeded by the vang. River temperature is reported to be cool! They righted without assistance and the race was postponed.

The wind picked up nicely for Course # 1: 1p, 3s, F. Beaufort #2. Five boats on the line - Two SJ 21's, and one each of SJ24, Thistle, and Cal 25. Course #2: 1p, 4p, 3p, F. Nice breeze held. No whitecaps.

After boats rounded windward mark, Rick moved buoy #1 in closer in order to try new configurations of courses. Broke for lunch.

Planned a 1, 4, 1, 3 F. However, wind lightened considerably, so with a minute and a half left to start, the course was shortened to 1, 4, F. Three minutes after the start, the wind began filling in. It mostly held, but was lighter than the first two races. Another lovely day in paradise.

Dawn Roy



Rich Anderson tunes his San Juan 21 between races on October 19th, while BJ & Merry Loew hit the water for a relaxing afternoon of sailing in their Ericson 35.

A Trip to the United States Merchant Marine Academy

On September 19th, Dave, Heather and I were dropped off at SEA TAC by our daughter Wendy to embark on a trip to New York to visit our son Midshipman David Gilles who is in his Plebe (freshman) year at the United States Merchant Marine Academy. The academy is located on Long Island in Kings Point New York, and we were excited to be able to participate in the Parent's Day Weekend and Acceptance Day ceremonies for David. Heather and I had never been to the East Coast before, so we were doubly excited.

We spent nearly 10 hours in the air, and after claiming our baggage at La Guardia International Airport and experiencing a harrowing ride in a mini bus, we settled into a midsize compact rental car. To Heather's delight, it was the little red job that she had been eyeing and hoped would be ours. The time was close to 5:30 p.m. when we set out to find our motel in North Bergen, New Jersey. Right off the bat we missed the on ramp to the 495 express way and took the scenic route through Queens. Heather and I were oooooing and ahhhhhing as we passed streets and scenes from movies, and Dave was getting used to driving in rush hour traffic. Dave is an expert at rush hour traffic in LA and Seattle, but New York traffic is an entirely different animal. We crossed over onto Manhattan Island on the Queens Midtown Bridge, not the Queens Midtown Tunnel as planned an hour after leaving La Guardia. With Dave at the helm and me navigating and popping up my head to take in the view and read street signs every few seconds, the streets of Manhattan were being committed to memory, and we made it to the Lincoln Tunnel and crossed the Hudson River into New Jersey, where our motel was just a couple of miles down the road.

With our only misstep being the scenic tour through Queens, we were beginning to feel confident with our navigation and driving skills; but not for long! There was so much road construction and detours after the tunnel, that Heather got in an hours worth of *shuteye* before we finally arrived at our motel. We walked uphill to the local IHOP, ate dinner, walked back to the motel and collapsed into bed at midnight.

Kings Point is nestled in the heart of Long Island's historic "Gold Coast" overlooking the New York City skyline across the Long Island Sound. We actually made it to the Academy by 7:00 a.m. like we had planned, so that we would have time to park and find the Flag Pole in time for Morning Colors (Flag Raising). The band plays for Colors every morning and we knew that we would be able to get a good first look at David then, as he is one of the lead Trumpets. We didn't even have to wait for 7:50 to see him, as he came running (all Plebes have to run everywhere when they are not in a group) up to us at the Flag Pole. Of course I wanted to hug him right away, but he wouldn't let me, as he was in uniform and wasn't about to break regulations. For those of you who know David, you know what I mean. We all shook hands, said our hellos, and watched him take off for the band room. As I watched his back, I plotted for the time that I would hug him, uniform or not. The flag raising was very impressive, the band played well and David looked sharp in his khaki uniform. The flagpole is one of the tallest un-guyed poles at 172 feet and it and the flag it carries can be seen everywhere on campus.



After Morning Colors, David had two free periods when he was able to give us a guided tour of most all of the buildings and the waterfront. He was very happy to be giving us a tour, not only because he was so proud of his school, but because while in the company of his family, he wasn't required to run everywhere. There is a lot of history on the Academy's beautiful campus and the waterfront is spectacular with their own private yacht basin that houses their large dinghy through ocean racer fleets. That day we got to eat with David in the mess hall and sit in on two of his classes. Heather wasn't too happy when one of the classes was chemistry, as she was glad to miss a few days of her own chemistry class at RHS. David was a bit embarrassed during his History of World Sea Power Class when he looked across the room to see his Dad and sister sound asleep in their chairs. I barely nodded off a couple of times too but that was okay, as Richland's own Dr. Hales who was sitting with his wife behind us, was also sound asleep. His son Ben is also a Plebe and in all of David's classes.

That night, the Regimental Band performed their annual "Beat Retreat" for the parents along with the Nassau County Police Dept. Pipes and Drum Corp in honor of 9-11 and Parent's Day. The concert was the best that their Commandant had ever heard and at the end of a long day and night, we left David to go to our motel. Oh yea! I did finally get my hugs in when no one was looking.

The next day, all of the Midshipmen were in their Dress Whites for the Acceptance Day Ceremony. We attended Morning Colors again, watched as the class of 2006 had their class pictures taken and then attended the ceremony where the Plebes took two oaths to become Naval Reservists and Merchant Marine Midshipmen. We were very proud of David and as always, he looked incredibly handsome in his Navy Dress Whites. After the ceremony, we shopped in the Ship's Store. Heather claims that we bought out the entire store, but that of course is only half true. We ate lunch in the Mess Hall with David and again and then attended the football game, after which David was released to us for his very first 24 hour Liberty.

That night, the four of us took a walking tour of Manhattan, from 34th street to 52nd street and back down to 35th street where we parked. During our walk we toured the Empire State Building, walked up and down 42nd street and took in the sights at Times Square. David was in uniform, so he got in free everywhere we went. The next day we visited the Statue of Liberty and Ellis Island where I looked up my dad and the rest of my relatives who came through before 1924. We saw ground zero, walked the water front and then drove back to the village of Kings Point where we walked through the village festival. After eating in a very nice mom and pop Italian restaurant, we took David shopping for Pogeys Bait (junk food) and then back to the Academy for a tearful goodbye.

The three of us stayed one more day to visit Coney Island, eat at a famous New York Deli, walk in Central Park and take a buggy ride through the Park. We had wanted to go to a play or musical, but time didn't allow. All in all, we had a great visit with David, a good time in New York and can't wait until he comes home in for Fall Leave in November.

Nancy (Proud mom) Gilles

A few facts about the Academy

Congress passed the Merchant Marine Act in 1936, and two years later the U.S. Merchant Marine Cadet Corps was established. The first training was given at temporary facilities until the Academy's permanent site in Kings Point, N.Y. was acquired in early 1942. The Academy was dedicated on September 30, 1943, by President Franklin D. Roosevelt, who noted that "the Academy serves the Merchant Marine as West Point serves the Army and Annapolis the Navy."

In times of War the Academy foregoes normal operation and devotes all of its resources toward meeting the emergency need for merchant marine officers. For example, during WWII enrollment rose to 2,700 (current enrollment is about 1,000) and the planned course of instruction was reduced in length from four years to 24 months.

SOCIAL EVENTS

The Annual CBSC Banquet, January 28th, 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*:

Please pick two

_____ Flat-Iron steak with savory Peppercorn Sauce

_____ 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 dishes



Notes and Miscellaneous

- When you register for the banquet, consider including your annual dues in the same check/envelope.
- The next issue should be in your mailbox around the middle of December, and will cover December and January. Your editor and his wife will be in New Zealand in late November/early December. Go OneWorld!
- Articles and pictures are always welcome. Most people actually enjoy the writing process, as through it you can partially relive a memorable trip, day on the race course, or a recent boat-buying experience. At least three members went cruising in the San Juan Islands this year...those accounts are always fun to read.
- In 1974, the U.S. Merchant Marine Academy became the first federal service school to enroll women students. I'll bet David likes that fact!



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 _____

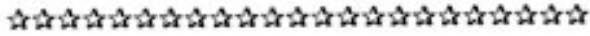
Fees: \$35 Membership \$20 Associate (non-boat owner) Membership

\$25 Luff Wire Advertiser

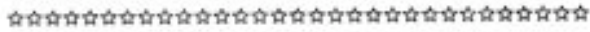
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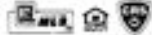


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General Meeting
 Wednesday, November 9th, 7:30
Tri-City Court Club