



Luff Wire

From the Commodore

It's Anno Domini 2008



It's Anno Domini 2008, early April, and still ski season but now its time to rinse off the boat, repair what needs repairing, and go sailing once more. One of the pleasures of living in this area in April is going skiing on Saturday and sailing on Sunday, or vice versa. After 5 years here I still find that amazing.

The annual awards dinner was held at Van Ramsdale's again this year. Van and Al Hopp did a great job on the tri-tip roasts and the sides (and wines) were deli-

cious as usual. After dinner, the spring series award was given to Dennis Trimble and the summer series was given to Roger McVicker. Now, my goal is to find these guys to give them their awards. If all else fails I'll leave the trophies in their boats at Charboneau!

Officers were then elected. I was elected to serve again as Commodore, Ralph Wilson was elected Treas-

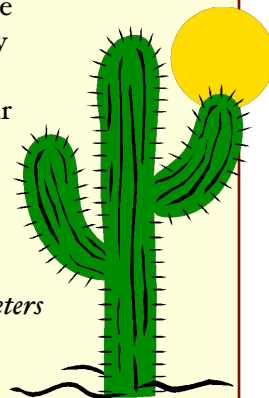


2008 Officers

Commodore: Ray Peters
Vice Commodore: Al Hopp
Sec/Treasurer: Ralph Wilson
Past Commodore: Al Hopp
Race Chair: Rich Obst
Desert Regatta: Dave Gilles

Desert Regatta 2008

Plans are underway again for this year's Desert Regatta. As always we can use assistance for various areas of racing support. If you're not planning on racing and are interested in serving on race committee please give Ray Peters a call at 627-6468. Your help would be greatly appreciated.



Ray Peters

urer, Richard Obst was elected Race Chairman, and Ken Nelson agreed to exercise his erudition as editor-in-chief of the Luff Wire. I look forward to a good and fun year.

The 2008 race schedule is included in this Luff Wire, and its



pretty similar to last year. I think there's enough races to keep everyone happy. The fall portion of the schedule is relatively fluid depending on the fall regatta schedule but I think any conflicts can be handled easily during the summer once other club dates have solidified. I hope to see more of you out there this year.

We'll post a schedule on the snack shack at Charboneau for easy reference in case your schedule disappears from the refrigerator. In the mean time I think I'll call the Flying Scot boat company and order a couple parts.

Ray



JOHN AND LELA'S CONTINUING SAGA

Friends Reunited

The Dream - Chapter 10

This chapter covers the interval from just after Thanksgiving 2006 through mid February 2008 when the last of our visiting friends left us to continue cruising on our own.

[Note: Not all dates indicated on photographs are the actual date they were taken.]

11/27/2007

0600 Uncle Grant took us to the Portland airport on his way to Richland for a meeting. When we went to check our bags, the agent told us our flight was delayed by mechanical problems. She spent at least half an hour trying to find connections that would get us to Phoenix in time for the one flight of the day to Guaymas. Finally she gave up and booked us on a direct flight to Phoenix that day and re-booked us to Guaymas the next day. We got to stay in a very nice Sheraton at US Air expense.

11/28/2007

Flew to Guaymas relatively uneventfully.

11/29/2007

John hauled the dinghy up with the davits and washed topsides until electrical power went off to the yard and the whole neighborhood. John heard three rapid pops similar to firecrackers that were actually sounds of a transformer blowing. Not only did he not get to finish cleaning, he also immediately became concerned about having enough battery capacity by morning to start the engines since none of them had been run for six months. Fortunately, power came back while he was showering for dinner so he could hook up shore power overnight and recharge the house battery bank.

Paid \$1054.70 for yard storage and live aboard fees and found out that we owed another \$400 in cash for haul out and launch. The shrimp boat yard across the street from Marina Seca Guaymas operates the Travellift and they don't accept checks.

Caught a local bus into town for dinner and shopping for essential food. While eating dinner at Los Barcos again, John informed Lela that he had neglected to mask the depth sounder transducer face so

it was now covered with several layers of antifouling paint. After dinner, John visited an ATM to get enough cash to pay the Travellift fees.

We went the Ley market where we bought \$60 worth of groceries, mostly fruits and vegetables along with a few chicken breasts. Lela sent John back into the store to get some fingernail polish remover to use on the depth sounder transducer.

Returned to the boat in a taxi that was parked outside the store while the driver's wife was in shopping. Spent over half an hour dissolving and peeling paint from the depth sounder transducer. However Lela's idea worked great and our latest problem was solved. John crashed.

11/30/2007

John got up early to make last minute preps for launching, including clearing the engine rooms to be able to get to the new valves to check them for leaks. He finished washing topside and was eating breakfast of an avocado and cottage cheese when the launch crew showed up.



Comfy Cat: Yachtsmans Dream.
New Year: John and Lela celebrate..

0930 Launched the boat. One minor leak on the knot meter dummy plug was easily corrected.

1000 Motored out of the ways after some difficulty getting cooling water to the starboard main engine. Gabriel, the yard manager, suggested priming the pump which helped some. The Travellift operator suggested revving the engine which solved the problem.

1030 Anchored off the yard in 10 ft w/ 100 ft of chain because the bottom is muddy and the forecast weather is for strong southerly wind. Raised anchor ball.

The battery for the generator was too weak to start it. All the cranking in July after repairing a fuel oil leak, coupled with self discharge during the summer did it in. We borrowed jumper cables from Leonard on Vallé Caché to jump start the engine from the port main engine. Unfortunately, it wasn't generating electricity nor was it pumping cooling water. It shutdown on high temperature after only a few minutes, not long enough to recharge its starting battery. We haven't seen the sun since we have been back to Guaymas so keeping the batteries charged will be a challenge. Worst case we can run the starboard engine like we did during our San Juan Island trial cruise in 2004 before the generator was installed.

12/1/2007

John spent the day trying to revive the generator. A more detailed history of the generator woes and how they were solved over the following week is included as separate reading here for the one or two technically curious readers we may have: [Generator Saga](#).

12/2/2007

John restored the hold down devices on the generator and port main engine batteries and checked the electrolyte levels in all batteries to prepare for getting underway. He reattached and raised the jib in case we got lucky and could actually sail.

1220 U/W for San Carlos to see if we can find someone to help fix the generator. While rounding the point at the south end of the bay, we dodged the major part of a large diesel fuel spill, probably from one of the Mexican Navy ships berthed there. We drove through the narrowest part slowly to minimize the amount of fuel we got on the hulls.

1300 Flushed and restarted the water maker without a problem. This is the first piece of major equipment to start smoothly.

1330 Unfurled the jib and boat speed jumped to 7.5 knots with main engines at 2000 RPM and 15 knots of wind off the beam. Unfortunately, our time in sailing Nirvana was short lived as that course was only a couple of miles long. Most of the trip was into the teeth of the wind making for an uncomfortable and damp ride. Lela "rested" as soon as we hit the waves, not to be seen again until we were in the lee of Indian Point.

1620 Anchored at 27-56.65N 111-03.82W in San Carlos Bay in 18 ft of water w/ 130 ft of chain. The long scope is in anticipation of strong northerlies for the next several days.

John and Lela's continuing saga can be read in its entirety at:

<http://webpages.charter.net/catcruisersnw/log.htm>



TO BE CONTINUED



Desert Regatta Memories



One of the earliest memories I have of Desert Regatta is driving down the hill to Charbonneau and looking out at a lake full of sailboats...I was really excited at the picture before me...I can remember the TV interview that Olympic Medalist, Charley McKee gave with the announcer talking about 92 boats on the water...I can remember the Sailing World

articles where the Tasar fleet was talking about their greatest traveling regattas (I think they called us the Desert Classic) ...The Desert Regatta generally held on the first weekend of May each year, is one of the largest multi class regattas in the Pacific Northwest. For over 30 years the Desert Regatta has attracted sailors from all over the northwest.... Instead of chipping the ice off the ramp, come join world class sailors for this sunfest in the desert May 3&4, 2003...**And I remember Neil Dronsfield B.C. Tasar sailor talking about the lushness of the grass saying... "the regatta by which all others are measured"**



Spring Calendar

Saturday, March 29

RC Dennis Trimble

Saturday, April 12

RC Al Hopp

Saturday, April 26

RC Roger McVicker

Desert Regatta, May 3-4

RC Sarah Burton

Mexican Downriver Saturday, May 10

Saturday, May 17

RC Ken Nelson

Saturday, May 24

RC Ray Peters

Dues are Due Dues Are Due

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