



LUFF WIRE

COLUMBIA BASIN SAILING CLUB

TRI-CITIES, WASHINGTON



"ALL THE NEWS THAT FITS"

JANUARY 1993

MEMBER U.S. SAILING ASSOCIATION

COMMODORE.....	Ken Nelson.....	783-1581	PAST COMMODORE.....	Darroll Clark.....	582-9675
VICE COMMODORE.....	Tony McKarns.....	943-8391	RACE CHAIRMAN.....	Al Hopp.....	545-4447
TREASURER.....	Rick Ashworth....	783-6784	DESERT REGATTA.....	Dennis Trimble....	783-6435
SECRETARY.....	Bill Darke.....	375-7757	RESCUE BOAT.....	Rick Wright.....	586-3778
EDITOR.....	Linda Faulk.....	783-0974	LIBRARIAN.....	Ed Ruff.....	582-9483

FROM THE COMMODORE

I must admit to being a bit overwhelmed at the concept of serving as commodore, but I thank everybody for their encouragement and trust. I will be calling the executive committee together to help map the strategy and goals for 1993 sometime before the first general meeting in February.

I would most like to express my appreciation to Darroll Clark for his work as commodore over the past year. The club has made some important and lasting contributions to maintaining a first class racing program through his efforts. With the new

Boston whaler rescue boat and the new storage shed completed, two of the goals identified in Ralph Kelley's and Roger McVicker's survey of members have been realized. I will be attempting to call all the members and gather their thoughts regarding the remaining goals and any new ones that they may add. It will be hard to match last years accomplishments in the club but we will give it every effort. I will continue to rely on Darroll as the Past Commodore for advice on our future. I also want to thank Linda Faulk for coming to my rescue to do duty as Luff Wire editor. Please make it easy on her by providing material, she may not have my capacity to blither on aimlessly.

One thing thing that strikes me about CBSC is it's wealth of history. If I am correct in what I've been able to garner from others, the club started in 1972 when local Richland Yacht club members struck out to create a club that was more focused on the specific interests of sailors. I am intrigued and in awe of some of the past accomplishments of the club. Many of our current core members were important in the genesis of the club, people like Dennis Trimble, Ralph Kelley, Rick Ashworth, and Dawn Roy, to name a few. Having not been along for the long haul, perhaps I am more easily impressed with the quality sailing program the club has in place.

It is clear that CBSC is on the upswing in participation and programs mirroring the renaissance of the Tri-Cities in general. We have a first class race management program, an ever growing sailing and social program, and a wealth of sailing resources. On the agenda for the February general meeting Wednesday, 2/10/93 at the Tri City Court Club is a determination regarding insurance, and programs on Spring boat maintenance by Gareth Nisbett and the Hobie 16 Worlds by Sarah Burton. Ken Nelson

****1993 MEMBERSHIP DUES ARE DUE****



NEW COMMODORE TAKES THE HELM....

O'Neill Hobie Cat 16 Worlds 1993.

Early this January I had the pleasure of attending the Hobie Cat 16 worlds; it turned out to be the best sailing I have ever experienced. The event was held in Guadeloupe which is a caribbean island and a formal territory of France. The French seem to be addicted to bread, pastries, yogurt, wine and rum. We really needed a little french to help get around on this island (Guadeloupe); it is not a tourist trap and gave us adventures in communication as well as sailing.

I was lucky enough to attend the event by finding a very talented skipper from CA (Mike Montegue) who needed crew (about my size) to compete in Nationals. A seventh place finish at Nationals gave us a pre-qualified spot on Team USA for the Worlds.

Many people have asked how we got our boat down to Guadeloupe, NO Problem. Hobie Cat Europe (France) provided sixty new Hobie 16's which were sailed in three phases of races; the Qualifying rounds, The Challenge and the Finals. During the Qualifying rounds, 80 boats were competing for 16 spots which were up for grabs in the Challenge Series. The other 100 spots were taken by pre-qualified teams from 25 countries. Fourteen of these teams were from the US. In the Qualification rounds six more US teams made it to "The Challenge" including a team from Portland, Ken and Debbie Marshack.

The Challenge was a series of round robin races in which 112 teams competed. Each race had 58 boats on the line. Each race we changed boats. After coming back to the beach we had to take personal items off the boat and find our next boat (if we were scheduled to race the next race) and tune it. A half hour was allowed to make adjustments to your next boat.

Unfortunately Mike and I place 67th in The Challenge which cut us from the Finals. 56 boats sailed in two more days of great racing.

But the best part of the Worlds was that the sailing was awesome. With the wind (20-30 knots), waves (2-8 maybe 10 feet) and 58 boats in each race, the event provided the most exciting sailing I have ever experienced. I have never moved so fast on a Hobie (except on Tony's 20). The energy was so high that sometimes my head was completely in the boat. I'm not sure if I can successfully describe the fun I had with improving the speed of our boat, keeping it upright (we both fell off twice but Did Not Dump), fixing popped rudders (crab pots) or experiencing our boat going into the air while clearing some of the big waves. Being airborne was not good for our speed or for the boat structure but I think both Mike and I liked it. I'm sure the Helicopter From Hell took a lot of good footage.

In most circumstances the high winds and waves were dependable. Early in the mornings, there was rarely a favored side. But as the waves grew out in the ocean, We all had to decide whether it was best to go for the heavy wind or try for a lift that was occasionally showing up inshore.

Unfortunately there were several crashes on the course, one of which I personally experienced. Mike and I were on a double trapped reach from B to C mark. There was a bit of congestion about C mark which Mike sailed to avoid. Unfortunately Mikes efforts were lost as one of the windward skippers fell off his boat, lost complete control and rammed full speed into the back third of our boat. This resulted in Mike doing a back flip off our stern and landing on the other boat. I actually did not see where Mike had landed

because I was scrambling to get on the tramp (wishing I had done many more situps) to keep the boat from flipping windward. Mike was still on the wire so after a bit of swimming he climbed back on and I pulled our flag. A protest flag is in a language that all sailors understand as acknowledged by the sad faces on boat number 66. 66 did its circle but both of us probably gave up 10 boats to the crash.

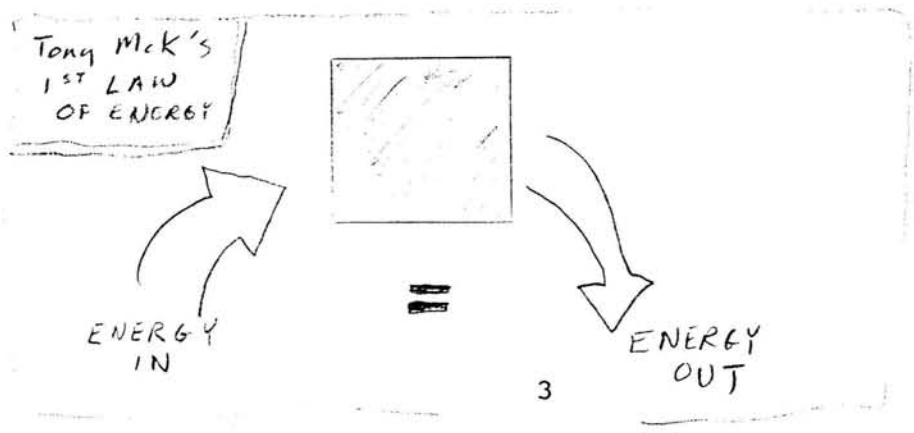
In the end the first US boat was sailed by Carlton Tucker of Fl, Jeff Alter of CA finished eighth and Alan Egusa of CA finished 39th. I have many more scores in case people are interested.

I'm glad I did not miss this event. Experience can teach but it is also exciting. At this time I wouldn't last long as a skipper in these conditions but I have defiantly become a high wind junky when crewing on a Hobie 16.

Sarah Burton



SARAH BURTON GOES SAILING IN GUADELOUPE AT THE HOBIE 16 WORLDS



Why You Should Join U.S. Sailing

U.S. Sailing is our sport. If you race, you race by the IYRU Racing Rules including US Sailing prescriptions as published by the U.S. Sailing Association.

Every three years or so the new rule book with revisions is published. Historically the year of the new rule book is a good one for U.S. Sailing (nee USYRU) membership. The rule book costs \$15 for non-members, one copy is included in a membership.

U.S. Sailing is the national governing body of our sport. USSA trains and certifies sailing instructors. USSA publishes the texts and materials and supports in various ways community sailing programs like the Wind and Sun Sailing School.

U.S. Sailing publishes a monthly magazine American Sailor that is included in your membership. U.S. Sailing is intimately involved at all levels of our sport from sailboarding, to the Offshore Racing Council, to IOR, to IMS, to PHRF, to MORC, to the Olympic Steering Committee, and on and on. The U.S. Sailing One-Design Class Council is doing an excellent job of promoting our various classes...

From junior sailing to masters divisions, from Optimist dinghys to Maxi racers, from the Olympics to the Desert Regatta, U.S. Sailing is our sport and we are U.S. Sailing.

CBSC has been a long time member of USYRU (now U.S. Sailing). U.S. Sailing provides "Regatta Liability Insurance" for "off the beach" clubs such as ours.

When Tony McKarns contacted USSA to tell them about our efforts to promote sailing in our area at the boat show, they responded with a plethora of materials, including a customized new membership packet that references CBSC and provides a \$10 discount for new members (membership normally \$35), lists of USSA publications and accessories, copies of American Sailor magazine, and brochures for handouts. In addition they provided polo shirts, hats, and such for the lucky volunteers that staffed the booth.

You can support USSA and our sport by joining at the discounted rate.

1992 Awards Banquet

The 1992 CBSC Awards Banquet was a smash hit despite the last minute Health Department closing of the Clover Island Quality Inn restaurant where the fete was scheduled (Rusty Spike 1993 nominee??). Cavanaugh's came to the rescue through the efforts of Darroll Clark and Dawn Roy with a banquet room for the same price and date. Commodore Darroll Clark was gracious and magnanimous in his

presentations, the food was good, the camaraderie better. We had music and a hilarious nautical version of Trivial Pursuit.

Contestants who were selected at random (yeah right!!) answered questions like:

To Rick Wright: When is the proper time to release your boat from the trailer? a) before the trailer lights reach the water. b) before the trailer hubs reach the water. or c) **after your headlights are submerged.**

To Gareth Nisbett: When pinned to leeward of a Hobie 16 while heading into shallow water, what is the best tactical move to make? a) slow down and tack behind him. b) gybe or c) **wait for the Hobie 16 to run aground and then tack.**

To Bill Darke: What is the technical definition of barging? a) trying to squeeze between a close hauled yacht and the committee boat. b) sailing a catamaran in or about a starting line. or c) **clipping the starting flag off the committee boat with the overhang of your bow.**

And others of this ilk. The awards for 1992 were:

Spring Series: 1st) Joan Casey 2nd) Ken Nelson
3rd) Rich Lawrence

Summer Series: 1st) Al Hopp 2nd) Ken Nelson
3rd) John Werner

Fall Series: 1st) Ken Nelson 2nd) Darroll Clark
3rd) Al Hopp

Tri Cities Cup (1992 overall) 1st) Ken Nelson
2nd) Al Hopp 3rd) Darroll Clark 4th) Ed Ruff
5th) Tony McKarns

The Grey Poupon Award (awarded by the Luff Wire editor to the sailor who most exemplifies the Capt. Comfortable mode of sailing):
Jim Grimes

The Rusty Spike (for the most notorious incident of the year): Rick Wright

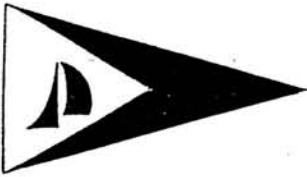
The Commodore Award (the Commodores award for contributions to the club): Ken Nelson

The Cinco De Mayo Trophy (for the Downriver race): Morley Paul

In Addition door prizes for almost everyone else were handed out including some rather spiffy burgee logo coffee cups...

CBSC 1992 OVERALL

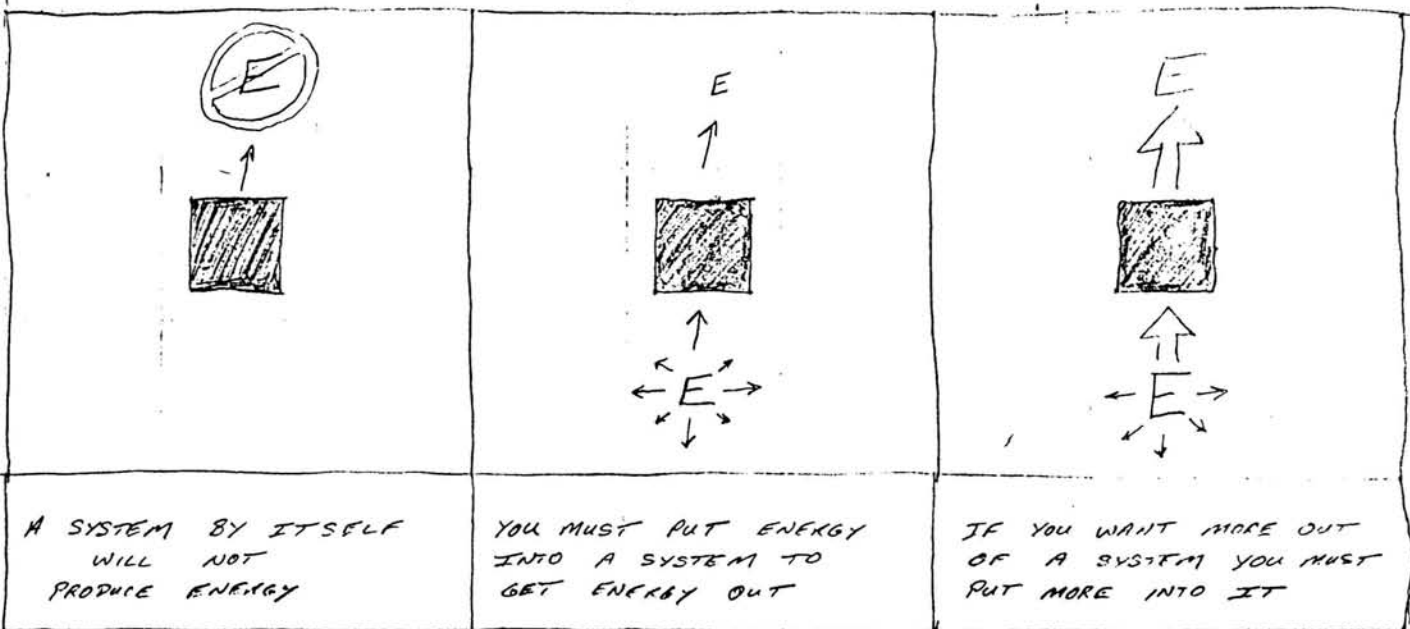
RANK	SKIPPER	BOAT	SPRING	SUMMER	FALL	TOTAL
1	KEN NELSON	FLYING SCOT	76	30.75	45.25	152.00
2	AL HOPP	LASER II	95.75	30	98.5	224.25
3	DARROLL CLARK	CATALINA 25	104.75	69	95.75	269.50
4	ED RUFF	CATALINA 22	92	69	111	272.00
5	TONY McKARNS	HOBIE MIRACLE 20	120	55.75	98.75	274.50
6	DENNIS TRIMBLE	THISTLE	119	53	106	278.00
7	DICK QUIGLEY	VENTURE 21	104	51	125	280.00
8	RICK WRIGHT	O'DAY 14	114	44	128	286.00
9	JOAN CASEY	SHIPE	68	53	169	290.00
10	GLENN REIBOLDT	SIDEWINDER	92.5	36.25	169	297.75
11	RICK ASHWORTH	SAN JUAN 21	110	52.75	139.5	302.25
12	RICH LAWRENCE	HOBIE 18	81	69	169	319.00
13	JOHN WERNER	C-15	123	34	163	320.00
14	SARAH BURTON	HOBIE 18	143	50	130.5	323.50
15	PAUL REEDER	THISTLE	109	69	150	328.00
16	MORELY PAUL	CAPRI 25	143	69	121.75	333.75
17	JOHN HUBBE	C-15	143	69	136	348.00
18	CHRIS DINGLE	HOBIE 16	143	69	136.5	348.50
19	RALPH KELLEY	THISTLE	114.5	69	169	352.50
20	GARETH NISBETT	HOBIE 16	143	62	149	354.00
21	DAVE PARKER	DINGO	143	69	150	362.00
22	WAYNE STETZEL	HOLDER 20	143	69	151	363.00
23	DON JARRELL	SAN JUAN 21	143	69	153.75	365.75
24	ROGER McKVICKER	THISTLE	131	69	169	369.00
25	PAUL TRESHAM	C-15	143	59	169	371.00
26	MORELY PAUL	CAPRI 13	143	69	159	371.00
27	GATES	HOBIE 16	143	59	169	371.00
28	SCOTT FISHER	TANZER 22	134	69	169	372.00
29	BILL DARKE	SJ 23	143	62	169	374.00
30	SCOTT PETERSON	INTERCLUB DINGHY	143	63	169	375.00
31	JOHN WERNER	RANGER 23	143	69	163	375.00



Columbia Basin Sailing Club
Racing Schedule
1993

Date	Day	Location
<u>Spring Series</u>		
March 7	Sunday	Charbonneau
March 20	Saturday	Charbonneau
April 4	Sunday	Charbonneau
April 17 & 18	Saturday-Sunday	Charbonneau
May 15 & 16	Saturday-Sunday	Charbonneau
*May 1 & 2 (Desert Regatta)	Saturday-Sunday	Charbonneau
*May 29 (Mexican Downriver)	Saturday	Richland-Columbia Park
* not part of Spring Series		
<u>Summer Series</u>		
June 5 & 6	Saturday-Sunday	Charbonneau
June 20	Sunday	Charbonneau
July 10 & 11	Saturday-Sunday	Charbonneau
<u>Fall Series</u>		
Sept. 12	Sunday	Charbonneau
Sept. 25 & 26	Saturday-Sunday	Charbonneau
Oct. 9	Saturday	Charbonneau
Oct. 30-31	Saturday-Sunday	Charbonneau
Nov. 13	Saturday	Charbonneau

2 individual races may be thrownout per series
Race Committee = 1 pt. (limit one day per series)



Tony McK's 2ND Postulate of Energy

TONY MCKARNS

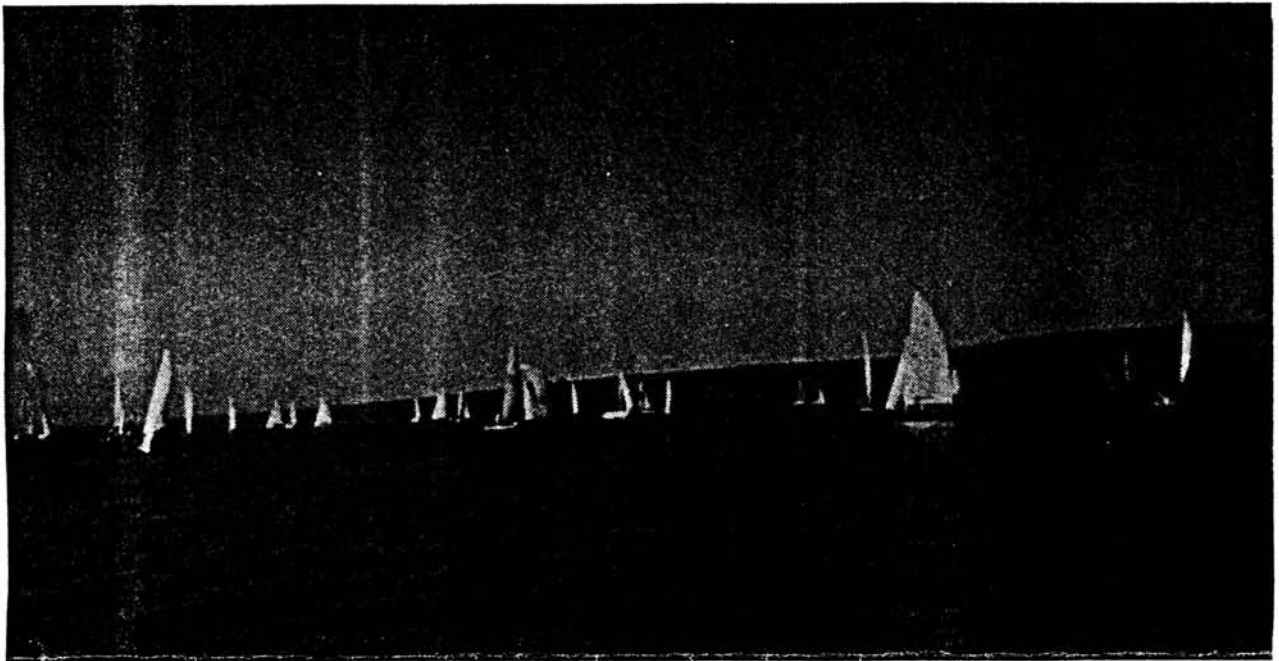
DESERT REGATTA 1993

17TH ANNUAL

MAY 1 AND MAY 2, 1993

CHARBONNEAU PARK ON THE SNAKE RIVER 20 MILES N.E. OF PASCO, WA.

BOATS - ONE DESIGN AND HANDICAP FLEETS - THISTLE, SAN JUAN 21, CORRANADO 15, TASAR, HOBIE, SNIPE, LASER, LASER II, FLYING SCOT, OPEN(PORTSMOUTH), AND PHRF.



ACCOMODATIONS - CAMPING IN THE PARK WITH HOT SHOWERS AND ELECTRICITY. ARRIVAL MUST BE BEFORE 10PM (GATES CLOSE) OR AFTER 6AM (GATES OPEN)... MOTELS IN THE TRI CITIES.

RACING - 3 OR 4 RACES ON SATURDAY, 1-3 RACES ON SUNDAY. NO STARTS AFTER NOON ON SUNDAY. ALL RACES SAILED UNDER IYRU/USSA AS MODIFIED BY CBSC RACE INSTRUCTIONS

TROPHIES..... 1 FOR 4 BOATS, 2 FOR 7 BOATS, 3 FOR 10 BOATS, 4 FOR 15 BOATS, AND 5 FOR 20 BOATS

STEAK AND TERRYAKI CHICKEN BREAST BARBEQUE... SATURDAY DINNER \$7.00 7PM TO 8:30 PM

SATURDAY MAY 2 COFFEE AND REGISTRATION 9:00 AM - 11:00 AM SKIPPERS MEETING AT 11AM FIRST RACE AT NOON

SUNDAY MAY 3 COFFEE AND DONUTS 6:30 AM TO 8:00 AM FIRST RACE 8 AM

FEES: USSA MEMBERS AND EARLY REGISTRATION..... \$16.00

RACE DAY \$20.00

FOR MORE INFORMATION CONTACT: DENNIS TRIMBLE (509) 783-6435 OR AL HOPP (509) 545-4447, EVENINGS



CUT ON DOTTED LINE

17TH ANNUAL DESERT REGATTA 1993 REGISTRATION

NAME _____ PHONE () _____

ADDRESS _____

CLASS OR BOAT TYPE _____ SAIL NUMBER _____

REGISTRATION \$ _____ CHICKEN DINNERS \$ _____ STEAK DINNERS \$ _____

TOTAL ENCLOSED \$ _____ INTERESTED IN VIDEO (APROX \$20) YES ___ NO ___

MAKE CHECKS PAYABLE TO: COLUMBIA BASIN SAILING CLUB

MAIL REGISTRATION TO: COLUMBIA BASIN SAILING CLUB
17TH ANNUAL DESERT REGATTA
P.O. BOX 1063
RICHLAND, WASHINGTON 99352-1063