



LUFF WIRE

COLUMBIA BASIN SAILING CLUB

TRI-CITIES, WASHINGTON



"ALL THE NEWS THAT FITS"

NOVEMBER 1994

MEMBER U.S. SAILING ASSOCIATION

COMMODORE..... Dawn Roy..... 783-6784
VICE COMMODORE..... Tony McKarns..... 943-8391
TREASURER..... Rick Ashworth..... 783-6784
SECRETARY..... Bill Darke..... 375-7757
EDITOR..... Cornelia Brim..... 735-7437

PAST COMMODORE..... Ken Nelson..... 783-1581
RACE CHAIRMAN..... Al Hopp..... 545-4447
DESERT REGATTA..... Ken Nelson..... 783-1581
RESCUE BOAT..... Rick Wright..... 586-3778
LIBRARIAN..... Ed Ruff..... 582-9483

Wind--Oh happy days!
This last weekend's sailing was great. Sometimes the wind couldn't decide which way it wanted to go, but there was wind!

A rousing regiment recently recounted Ralph Kelley's accomplishments in sailing and his reputable contributions to CBSCL at Blackberries' Restaurant. Regrettably for us, Ralph and Dorothy are retiring from the rat race and are relocating to a remote region in a new residence. Roger, our raconteur, recapped Ralph's reputation as a racer. We reluctantly relinquish our Renaissance Man. And Ralph, now that you're leaving the rivers, remember the rule---red, right, returning. Au revoir, mon ami.

At the November meeting we should be able to have the final vote on the 1995 budget. We also hope to finalize a slate of officers for next year. We are still looking for a Vice Commodore. Voting on the slate will occur at the December meeting.

The annual banquet this year will be a new experience. Al set a date with the Bookwalter Winery to provide a room January 20th. The meal will be catered by Casa Mia.

I am in the process of trying to get someone from Columbia Basin Dive Rescue to give a presentation at our November meeting. We need a good turnout so they will feel it is worth their while to come. Since CBSCL does not donate, we will use our speakers fee in the budget for them to put towards their building fund.



Great winds speed skippers (l to r) Norton, McKarns, Hopp, and Roy on their way during the latest Fall Series race.

See you at the Meeting,

Dawn

November Club Meeting
Nov 9th, 7:30pm
Tri-City Court Club

Racing
Last Fall Series Race
November 12th
Charbonneau Park

Annual Banquet
January 20th
Bookwalter Winery

Ship's Log

October 12, 1994



Commodore Dawn Roy called the meeting to order. The minutes from the September meeting were approved as written and published in the last issue of the Luff Wire.

The articles from the Thistle Bagpipe were discussed. These articles were critical of the rescue boat efforts at the Desert Regatta as one of the Thistles overturned and the crew was in the water for 55 minutes before the rescue boat arrived. However, the editor of the Bagpipe pointed out that it is the skipper's responsibility to look out for the safety of his crew, and that self rescue is something that should be practiced. A draft letter to the Bagpipe was presented for discussion. It was decided to make some additions to the letter regarding the skipper's responsibility to his crew and planned upgrades to our rescue effort for next year's regatta, and send it in to the Bagpipe.

Treasurer Rick Ashworth presented a financial report on the Desert Regatta, showing that the club made a profit of \$974. The club currently has an account balance of about \$3,400. We lost money on the T-shirts this year, and may sell them at the next year's regatta or at the boat show at a discounted price.

A draft budget for 1995 was presented. After some discussion, additional funds were made available to purchase VHF radios for the rescue boats. These were considered superior to CB radios as the CBs are adversely affected by the dam. The budget will be published and voted on next month.

The dinner planned in honor of Ralph Kelley for Friday of next week was discussed. Ralph has made many contributions to the club since he joined in 1976, and has held many offices and provided lessons on racing rules and strategy.

Race Chairman Al Hopp reported that next year's racing schedule will be about the same as this year's, except that the Desert Regatta will be held the last weekend in April, the 29th

and 30th. The schedule will be published in the Luff Wire. It was suggested that members knowing of out-of-town regattas give the information to Al so that he can include the information in the race schedule. The Commodore suggested that non-racing activities for next year be planned in advance also or they don't seem to happen.

It was reported that we have received the following nominations for officers for next year:

John Bickford, Commodore

Scott Petersen, Treasurer

Bill Darke, Secretary

Tony McKarns has been nominated for Vice Commodore, but he has neither accepted nor declined. Nominations are still open for all positions.

The Executive Board has discussed having the Vice Commodore be race chairman for the Desert Regatta, with committee chairmen for racing, registration/hospitality, and rescue.

Al Hopp will look into making arrangements for the annual dinner. We can have it at Bookwalter Winery on January 20. Al will check into having it catered by Casa Mia.

Vice Commodore Tony McKarns reported that he visited Canada, and one group of Laser sailors was interested in attending the Desert Regatta and would like to receive information. He also reported that the Canadians would like to have the Seaspray North American Championships at Charbonneau on DORC weekend.

Tony offered to purchase VHF radios for the club at his cost, but he is not familiar with VHF radios and would like some help in evaluating them. John Bickford volunteered to assist. Since VHF radio operators have to be licensed, there may be some issues to address. Scott Petersen will look into licensing issues.

A video on safety at sea was shown.

Bill Darke, Secretary

SKIPPER	BOAT # TYPE	WIND HC	START TIME	FINISH TIME	ELAPSED TIME	CORRECTED ELAPSED TIME	POINTS
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Fall Series #5 Saturday, 10/29/94 Race Committee: Jennifer Sherriff and Shannon Runyon

Race 1

HC 0-1

Norton	John	US 1691 Int'l 470	91.2	10:52:00	11:33:21	0:41:21	0:45:20	3/4
Hopp	Al	7076 One Design 14	88.1	10:52:00	11:33:23	0:41:23	0:46:58	2
Nisbett	Gareth	62684 Hobie 16	84.0	10:52:00	11:31:30	0:39:30	0:47:01	3
McKarns	Tony	22 Hobie 17	79.7	10:52:00	11:31:20	0:39:20	0:49:21	4
Petersen	Scott	1707 SJ 21	93.8	10:52:00	11:45:37	0:53:37	0:57:10	5
Roy	Dawn	2227 San Juan 21	93.8	10:52:00	11:45:42	0:53:42	0:57:15	6
Nelson	Ken	25 Flying Scot	91.9	10:52:00	11:45:06	0:53:06	0:57:47	7
Parker	Parker	173 Dingo	86.7	10:52:00	11:45:31	0:53:31	1:01:44	8
Fritz	Carl	726 Hobie 18	78.1	10:52:00	11:44:29	0:52:29	1:07:12	9

Race 2

HC 2-3

Nelson	Ken	25 Flying Scot	91.4	11:59:00	12:38:16	0:39:16	0:42:58	3/4
McKarns	Tony	22 Hobie 17	76.7	11:59:00	12:32:33	0:33:33	0:43:45	2
Hopp	Al	7076 One Design 14	89	11:59:00	12:38:06	0:39:06	0:43:56	3
Nisbett	Gareth	62684 Hobie 16	80.0	11:59:00	12:34:41	0:35:41	0:44:36	4
Norton	John	US 1691 Int'l 470	88.2	11:59:00	12:38:39	0:39:39	0:44:57	5
Petersen	Scott	1707 SJ 21	93.7	11:59:00	12:42:34	0:43:34	0:46:30	6
Roy	Dawn	2227 San Juan 21	93.7	11:59:00	12:44:31	0:45:31	0:48:35	7
Parker	Parker	173 Dingo	83.1	11:59:00	12:41:15	0:42:15	0:50:51	8
Fritz	Carl	726 Hobie 18	74.1	11:59:00	12:41:10	0:42:10	0:56:54	9

Race 3

HC 2-3

McKarns	Tony	22 Hobie 17	76.7	12:57:00	13:44:11	0:47:11	1:01:31	3/4
Hopp	Al	7076 One Design 14	89	12:57:00	13:56:27	0:59:27	1:06:48	2
Nelson	Ken	25 Flying Scot	91.4	12:57:00	13:59:42	1:02:42	1:08:36	3
Roy	Dawn	2227 San Juan 21	93.7	12:57:00	14:01:29	1:04:29	1:08:49	4
Parker	Parker	173 Dingo	83.1	12:57:00	13:58:27	1:01:27	1:13:57	5
Petersen	Scott	1707 SJ 21	93.7	12:57:00	14:07:04	1:10:04	1:14:47	6
Norton	John	US 1691 Int'l 470	88.2	12:57:00	14:05:47	1:08:47	1:17:59	7
Nisbett	Gareth	62684 Hobie 16	80.0	12:57:00	13:59:31	1:02:31	1:18:09	8
Fritz	Carl	726 Hobie 18	74.1	12:57:00	14:14:08	1:17:08	1:44:06	9

Fall Series #6 Sunday, 10/30/94 Race Committee: Jennifer Sherriff and Shannon Runyon

Race 1

HC 4

Lawrence	Richard	424 Hobie Miracle 20	66.6	10:57:00	11:49:55	0:52:55	1:19:27	3/4
Nelson	Ken	25 Flying Scot	89.1	10:57:00	12:10:14	1:13:14	1:22:12	2
Nisbett	Gareth	62684 Hobie 16	75.9	10:57:00	12:02:59	1:05:59	1:26:56	3
Trimble	Dennis	2347 Thistle	83	10:57:00	12:10:32	1:13:32	1:28:36	4
Petersen	Scott	1707 SJ 21	92.7	10:57:00	12:19:42	1:22:42	1:29:13	5
Parker	Parker	173 Dingo	80.5	10:57:00	12:09:38	1:12:38	1:30:14	6
Fritz	Carl	726 Hobie 18	71.2	10:57:00 dns	dns	dns		9
Dyer	Ken	2695 Coronado 15	91.6	10:57:00 dns	dns	dns		9

Race 2

HC 4

Lawrence	Richard	424 Hobie Miracle 20	66.6	13:00:00	13:30:09	0:30:09	0:45:16	3/4
Nisbett	Gareth	62684 Hobie 16	75.9	13:00:00	13:40:10	0:40:10	0:52:55	2
Nelson	Ken	25 Flying Scot	89.1	13:00:00	13:49:49	0:49:49	0:55:55	3
Trimble	Dennis	2347 Thistle	83	13:00:00	13:47:21	0:47:21	0:57:03	4
Parker	Parker	173 Dingo	80.5	13:00:00	13:48:15	0:48:15	0:59:56	5
Dyer	Ken	2695 Coronado 15	91.6	13:00:00	14:04:30	1:04:30	1:10:25	6
Fritz	Carl	726 Hobie 18	71.2	13:00:00 dns	dns	dns		9
Petersen	Scott	1707 SJ 21	92.7	13:00:00 dns	dns	dns		9

FALL SERIES: Two days of "its only cold in the parking lot" racing in conditions that varied from drifting to planing on the edge of control were the highlight of a weekend of racing. Many boats were out for two of the last race days of the year, although a few sat out on Sunday's races due to the blustery conditions. A fantastic MONTY PYTHON Halloween party at Tony's preceded the weekend's racing, with an amazing castle false front on his house, and motion sensors to light up the "Holly Grail", there was many a lumberjack, knight, and other assorted characters to keep the tradition alive and well. With all the grog consumed the morning came too early for some, the extra hour of sleep on Sunday was much appreciated.. The final race of the fall series comes up on November 12, with the race for the Fall Series Cup on the line.

Ken Nelson

F **CAT** Goes to Portland **T**

For years I have been telling people how many rocks in the San Juan and Gulf Islands are named after the boat that discovered them, the hard way. It was always good for a laugh. Now there's a Fat Cat Rock in the Snake River and it isn't funny any more. Don't look for it on your charts, though. The Coast Guard couldn't find it, even though I told them right where to look. It's really ironic that we could navigate through the current-swept islands on the west coast of Vancouver Island, sometimes in fog, with no problems at all and then smack a rock three miles from home on August 17, a picnic-perfect day.

It didn't take long to determine that significant repairs would have to be done and that a boatyard with sailboat expertise was required. Destination: Portland. Specifically: Schooner Creek Boatworks. Project: haul the boat, rip out the sole and everything else necessary to get to the cross-members that keep the keel pointing the opposite direction from the mast, finish ripping those out, and replace them; fix the smooshed spot on the keel, and grind out and repair the hull where they found it to be cracked. (We had started the process of ripping out cross-members when we hit the rock.) Then add some non-insurance work.

The trip started the Saturday before the Labor Day weekend. We called the lock at Ice Harbor Dam at 10:00 AM. Of course, they told us they were closed to pleasure boats but we had no trouble talking them into taking us down if they had to raise and lower the water for commercial traffic, and there was room in the lock for the trip down, etc. Fortunately, a tug brought some barges up and then went immediately back down without them so we locked through with the Outlaw starting at 3:00 PM, 5 hours being a short wait by current standards. We proceeded without incident to Walla Walla Yacht Club and they were nice enough to let us use their guest moorage for a few days.

The following Wednesday we took the boat down through McNary dam to Umatilla. It was a calm ride with no waiting for the lock.

Friday evening we went down to Boardman for the night. By then the wind had started to blow but it was no big deal. The wind was straight on the nose, as usual, but we weren't going to sail, anyway, because we were afraid the keel would break off if we heeled enough to amount to anything. The trick at Boardman was tying a 34-foot boat securely into a 16-foot slip. With the amount of rope we carry, no problem.

Saturday we left Boardman at first light in light winds. The wind steadily picked up, and as we entered the lock at John Day dam the wind instrument displayed 39 knots, the highest we saw, but that instrument doesn't do gusts. The wind blew 20 knots minimum for the rest of the day. After a miraculously easy lockage we entered

sailboard heaven. There were hordes of the little buggers zipping back and forth across the river. I decided that since they have speed and maneuverability I can't dream of I would ignore them and let them avoid me. Right of way definitely goes to the bigger boat. Anyway, if a swarm of bees is chasing you, which one do you try to evade? One dumped right in front of us but I summoned up the decency to avoid him. Several came streaking right at us and at the last minute looked around the front of their sails, got startled looks on their faces, and dumped before hitting us.

Our boat will do over 6 knots at cruising RPM in dead calm, but with the wind as it was we were sometimes slowed down to 1½ by the wind and waves. It takes a lot of energy to splash water 20 to 40 feet off both sides of the bow at once. It was a slow trip in places.

We anchored in 25 feet behind Miller Island, just below Biggs, where we had spent one night on our way up the river three weeks before. An anchored boat swings back and forth in the wind, but it is rarely noticeable from inside. That night was different. The wind blew 20 to 35 knots all night and we could definitely feel the boat change direction at the end of each swing, and we could feel it heel, first one way and then the other, from the wind pressure on just the bare mast. We were no more than 100 yards down wind from a rock wall, yet had little whitecaps blowing by the boat at times. It was a tough night emotionally, wondering if the anchor would hold.

Sunday morning we motored on and had virtually no wind all day. We had planned to spend the night at Hood River but got there so early in the day that we went on. Anyway, there was a regatta in progress and boats were rafted 3-deep on both sides of the guest dock, which sports a sign requesting that guests stop only on the downstream side. We ended up in the marina at Cascade Locks, in which there were several large sailboats. Knowing we run aground as soon as the depthsounder hits 5 feet and with a weakened hull and our rock-induced mental state of paranoid shallophobia, it was terrifying to watch the depthsounder read 4 feet at the entrance to the marina, but we didn't hit bottom. We were apparently reading weed-top depth. It was crowded there, too, and we were lucky to get a spot, rafted to another boat. We were glad to hear comments from two of the locals that our destination, Schooner Creek Boatworks, was definitely the right place to go.

Labor Day morning we were eating breakfast when a sailboat went by, headed for Bonneville Dam. We wondered if we should join him or wait for the next lockage and decided to stay put. Then another boat left the marina so we turned on the radio to listen to lock traffic. A tug came on saying he wanted to lock down an hour and a half later. We inquired, and he said he didn't want company in the lock. We called the lockmaster, got his agreement to

wait for us, left breakfast on the table, and got going as fast as we could. The other 2 sailboats were waiting for us in the lock and as soon as we were secure the water level started down. As sometimes happens in that area, we had a tailwind for about 3 hours, sometimes as high as 30 knots. With that and the current below the dam we were doing as much as 10 knots over the ground. We got to Portland in plenty of time to get settled and have some friends down in the evening.

Tuesday the boatyard was having a bad hair day and weren't able to lift the boat out of the water. Braddocks came down and got us and we never did get to see the damage below the waterline.

All repair work was to be done by Thursday, October 13. When we got to the boatyard at 6:30 PM there were 5 people working on it including one up the mast in a bosun's chair. By the time I got rid of the rental car they were done. Shirley had topped off the water tanks and turned on the pressure water pump. Unfortunately, someone had bumped the faucet handle on the bathroom sink, the seacock on the drain was closed, and most of a 25-gallon tank was pumped into a one-quart sink before it got shut off. Oh, well, what else are bilges for? After cleaning up the water, we called for the south railroad bridge to be opened and took off. We waited in occasional sprinkles for over half an hour before they opened it and we escaped. It started raining steadily with a few high lightning flashes as we went down past the end of Hayden Island and back up the other side to the marina, arriving at 10:30. We were cold, wet, and tired and just grabbed the first empty slip we saw, hoping the owners wouldn't come back before morning.

We slept in until 6:30 and then, at the top of Hayden Island, met Larry Rakestraw and son Andy, who we traveled with for the rest of the weekend. His boat had been in Portland for several months for blister repair. We motorsailed up to Bonneville Dam, following ugly weather all the way. Above the dam, the storm waited for us and we motored on in a deluge for a couple hours. We got to Hood River just after dark and tied up at the jet-ski rental dock for the night.

Saturday morning we cast off at 4:40 and headed up river in the dark. We entered a shallow area with a little bitty channel and watched on the depthsounder as the bottom came up. I knew there was plenty of water somewhere but couldn't figure out where so put it in neutral and munched it into the mud at about 2 knots. A good blast in reverse served only to pull the stern 90° to the left and there we sat. A frantic call to Larry brought him back but he couldn't get close enough help. Eventually we figured out that we were too close to Washington but aimed in the right direction. Full power forward with some help from the next few waves got us going again, somewhat worse for wear emotionally. Later, in the early dawn, when there isn't enough light to see a small buoy but there's too much light to see it flashing, I almost ran it aground again. A hard turn in 15 feet of water saved a disaster. It seems that the boat



Ed and Shirley Reed take five back home at Ice Harbor Marina.

is inexorably drawn to the thinnest water around. We got through The Dalles dam easily. On the approach to John Day dam, Andy, *claiming* to be under orders from the captain to hug the shore to keep out of the current, ran their boat full bore into the gravel. (A rumor surfaced later that Larry, fortunately, didn't have to clean his underwear because he was already using the head.) It took about 20 minutes for Larry to break the boat free. The lock had been open for about half an hour so we proceeded directly in and into a mild tongue-lashing from the lockmaster. He had told me to call before we got there and I forgot, and forgot to look at the signals, and we went into the lock on the red light. Oops. On we went to Arlington without further incident, arriving at 6:30. Larry had wanted to go on to Boardman, another 25 miles, but decided that with all the time we wasted aground and darkness approaching, it was best to stop and rest. We readily agreed. I got a little smarter and put a few waypoints into the GPS to make it easier to navigate in the dark the next morning.

We left the dock before 5:00 again and felt a lot better with a wide section of river and electronic navigation ahead. Daylight came soon after we ran out of waypoints and we finally had a chance to check out the work done by Schooner Creek Boatworks. It was excellent. For example,

continued on page 6

FALL SERIES TO DATE

SKIPPER	9/11/94	9/11/94	9/11/94	9/11/94	9/24/94	9/24/94	9/24/94	9/24/94	9/25/94	10/29/94	10/29/94	10/29/94	10/30/94	10/30/94	TOTAL POINTS
HOPP	3/4	6	10	4	3/4	3/4	2	10	3/4	2	3	2	9	9	40
NELSON	6	5	2	3	2	3	6	5	7	7	3/4	3	2	3	40 3/4
NORTON	1	1	1	1	6	7	4	11	8	3/4	5	7	9	9	50 3/4
PETERSEN	4	3	4	12	3	5	5	4	4	5	6	6	5	9	54
McKARNS	8	11	3	3/4	8	12	3/4	3/4	12	4	2	3/4	9	9	57
PARKER	10	7	9	6	1	1	1	1	17	8	8	5	6	5	58
REIBOLDT	2	3/4	6	2	4	2	3	8	3	12	12	12	9	9	60 3/4
NISBETT	3	10	11	9	7	6	7	2	10	3	4	8	3	2	64
CASEY	7	2	7	8	15	4	11	6	5	12	12	12	9	9	92
SPAULDIN	5	8	5	5	15	16	16	15	2	12	12	12	9	9	109
BICKFORD	11	9	8	12	5	8	10	12	9	12	12	12	9	9	114
SHERRIFF	16	16	16	15	16	16	16	15	17	1	1	1	1	1	115
REEDER	16	16	16	12	9	9	8	3	11	12	12	12	9	9	122
DINGLE	9	5	3/4	7	16	16	16	15	17	12	12	12	9	9	122 3/4
WRIGHT	12	13	12	12	11	10	9	9	6	12	12	12	9	9	123
FRITZ	16	16	16	12	12	11	12	7	13	9	9	9	9	9	128
ROY	16	16	12	15	16	16	16	15	17	6	7	4	9	9	141
CLARK	16	16	16	12	15	16	16	15	1	12	12	12	9	9	145
LAWRENC	16	16	16	15	16	16	16	15	17	12	12	12	3/4	3/4	147 1/2
QUIGLEY	16	16	16	12	10	14	14	15	15	12	12	12	9	9	150
DRIVER	13	12	13	12	15	16	16	15	17	12	12	12	9	9	150
TRIMBLE	16	16	16	12	15	16	16	15	17	12	12	12	4	4	150
DYER	16	16	16	15	16	16	16	15	17	12	12	12	9	6	161

FAT CAT continued from page 5

they cut out the sole (the floor to landlubbers) to get at the damaged cross-members and then had to put it back. The side-to-side joint is beautiful and I can't even find the fore-and-aft joints. We had a pretty mundane day getting to Walla Walla Yacht Club at 5:00 PM. We picked up our car there and drove home.

Saturday, October 22, found us heading for Ice Harbor lock again, with no clue how long it would take to get through. As we passed Burbank we heard radio traffic indicating a tug and barge coming downstream. We called the lock and were told he wouldn't wait if the tug showed up first. We pushed the throttle to the max to see if we could get there on time. According to the lockmaster, we couldn't. We called the tug and begged and a very generous skipper from Bernert Barge Lines told the lockmaster he would wait and to let us up. That act of kindness saved us a 5-hour wait for the next barge coming down. The lockmaster, on the other hand, said he would have left us at the bottom. Judging from his tone, I don't think he would have cared if that was the bottom of the lock or the bottom of the river. That was our fifteenth lockage since the middle of August, perhaps a record for pleasure boats and certainly a personal record which I hope we never beat, even though none of the lockages was at all difficult. After a short trip to Charbonneau we were home again at last.

Larry came up the next day. He found that Foss Maritime was going to send a load up that he could go through the lock with so he got up at 2:00 AM to get to the dam at 6:30. The tug came by at 7:30 and he was into the marina at 8:30. We all agreed that we don't need another trip down the river for a long time.

Ed Reed



Skippers (l to r) McKarns, Norton and Parker race on 10/29/94.



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This is a copy of the letter sent to the editor of the Bagpipe. Comments made during the 10/12/94 general meeting were included.

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Columbia Basin Sailing Club
P.O. Box 1063
Richland, WA 99352
October 26, 1994

Mr. Michael Gillum
355 Sawtell Road
Roseville, CA 95678

Dear Mr. Gillum,

We read the descriptions of and comments on a Thistle turtling during our 1994 Desert Regatta (Bagpipe Aug./Sept 1994: "Baywatch", "Perils in Pasco", and "From the Editor"). We appreciate the candid reports by Phil Davis and Janet Tabor, since they afford us the opportunity to re-evaluate our rescue capabilities and take the necessary action to improve them.

After a review of the 1994 Desert Regatta in light of the Bagpipe articles, plans are underway for a more diligent effort to monitor the boats participating in our future regattas. Central to this effort is a network of boats for observation and rescue across the race course with the objective of having each mark visible to at least one boat in the network. The boats will be linked by radio to each other and to the race committee boat.

The "Baywatch", "Perils in Pasco", and "From the Editor" articles present some important issues for all sailors:

- * The skipper is responsible for the safety of his crew, his boat, and himself.
- * The skipper and crew must be prepared for changing weather conditions.
- * Organizations holding regattas should have thorough plans for the safety and rescue of regatta participants.
- * It is incumbent upon participants concerned about the safety and rescue operation during a regatta to voice those concerns to the race committee as soon as possible.

The 1995 Desert Regatta will be held April 29 and 30.

Sincerely,

Dawn Roy, Commodore
Columbia Basin Sailing Club

COLUMBIA BASIN SAILING CLUB 1995 BUDGET				
Description		1995		1994
INCOME		4,920.00		4,484.00
	Membership Dues	1,870		1,535.00
	Advertising	250		100.00
	Desert Regatta	2,800.00		
	Registration	1,400		1,399.50
	Sale of Meals	900		877.50
	Sale of T-Shirts	500		572.00
EXPENSES		4,920.00		4,355.62
	Administration	870.00		
	Non-Profit Fee	10		10.00
	PO Box Rental	35		35.00
	LUFF WIRE	675		630.00
	USSA dues	75		75.00
	Library	75		0
	Racing	850.00		
	Regatta Insurance	350		321.30
	Equipment Repair/Purchase	500		0
	Desert Regatta	1,450.00		
	Cost of Meals	500		538.77
	Cost of T-Shirts	500		698.04
	Trophies	200		364.19
	Administration	250		273.93
	Annual Banquet	400.00		
	Trophies/Awards	300		297.78
	Program Cost	100		76.10
	Club Boats	850.00		
	Registration	50		49.50
	Dry Storage	200		160.00
	Maintenance	600		816.01
	Entertainment	100		10.00
	Meeting Programs	100		0
	Youth Program	100		0
	Cruising Program	100		0
	Miscellaneous Expense	100		
Surplus/(Deficit)		0.00		128.38

**Columbia Basin Sailing Club
Racing Schedule
1995**

Date	Day	Location
<u>Spring Series</u>		
March 5	Sunday	Charbonneau
March 18	Saturday	Charbonneau
April 2	Sunday	Charbonneau
April 15 & 16	Saturday-Sunday	Charbonneau
May 13 & 14	Saturday-Sunday	Charbonneau
*April 29-30 (Desert Regatta)	Saturday-Sunday	Charbonneau
*May 20 (Mexican Downriver)	Saturday	Richland-Columbia Park
* not part of Spring Series		
<u>Summer Series</u>		
June 3 & 4	Saturday-Sunday	Charbonneau
June 25	Sunday	Charbonneau
July 8 & 9	Saturday-Sunday	Charbonneau
*July-Aug TBA (Snake Downriver)	Saturday	Fishhook-Charbonneau
* not part of Summer series		
<u>Fall Series</u>		
Sept. 10	Sunday	Charbonneau
Sept. 23 & 24 (DORC)	Saturday-Sunday	Charbonneau
Oct. 7-8	Saturday-Sunday	Charbonneau
Oct. 29	Sunday	Charbonneau
Nov. 11	Saturday	Charbonneau

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

Regional Regattas

May 27-29	Eugene Mem.Day Regatta	Sat-Monday	EYC Eugene,OR
Sept. 2-4	Eugene Labor Day Reg.	Sat-Monday	EYC Eugene,OR
Sept. 16-17	Lewiston Trib.Cup	Sat-Sunday	Lewiston,ID

Skipper's meeting 9:30am 1st Race 10:00am



The deadline for the December
Luff Wire is November 30.