



LUFF WIRE

COLUMBIA BASIN SAILING CLUB

TRI-CITIES, WASHINGTON



Member USYRU

COMMODORE:	AL HOPP	545-4447
VICE COMMODORE:	AL BAKETEL	582-7042
PAST COMMODORE:	GLEN REIBOLDT	586-0163
SECRETARY:	MARY MORGAN	627-0627
TREASURER:	TOM MORGAN	627-0627
LUFF WIRE EDITOR:	JOHN WERNER	735-INKS

October 1988

LUFFWIRE 2545 W. Falls Ave. Kennewick, WA 99336

Number 9

NEXT GENERAL MEETING

OCTOBER 12, 1988 7:00 p.m.

Tri-City Court Club

Pot luck, budget approval, and a summer cruising presentation
by Ed Reed & other wandering souls.



Dear clubmembers,

October is now just a few days away and the clubmeeting on Wednesday the 12th will be a busy one. The cruising fleet is sponsoring a potluck dinner to start off our meeting at 7:00pm at Tri-City Court Club and we will be voting on our new officers, a new schedule and budget for next year and a proposed bylaws change to make things easier if we are unfortunate enough to lose an officer during the course of the year.

If you cannot make the meeting a ballot is enclosed to mail to the club P.O. Box with your important vote. The old club outboard motor is being sold to the highest bidder by the close of the October meeting. It is a 9.5 horse Volvo from what I understand and is being sold as is. For more info please contact Tom Morgan at 627-0627.

Al



Oct. 8
* Oct. 9

Sat.
Sun.

WNYC
WNYC

Inland Empire PHRF Champ.
Inland Empire PHRF Champ.

TREASURER'S REPORT

1] 1988 Club Finances

INCOME. Despite suffering a substantial decline in membership, the Columbia Basin Sailing Club is financially sound and stable. Our income was some \$749 less than projected in the 1988 budget which was due mainly to a loss of 13 full members and 2 associate members as well as a loss of approximately \$300 dollars in racing fees. However, due in large part to Glen Kuhn's outstanding efforts in supervising the Desert Regatta we accumulated \$700 more income than expected. Because of this, we only suffered a loss of some \$350 of projected income.

EXPENSES. Our 1988 expenses have been much less than was anticipated in March of this year. The Luffwire will cost about \$600 instead of \$900. Since we were unable to obtain insurance coverage for general club activities (i.e., those not involving racing), we did not spend the remaining \$575 allocated for liability insurance. Most of the promotional expenses went towards materials for the sailing class. Expenses for the Desert Regatta were more than \$500 above our estimates; however, this was offset by the extra income mentioned above. As it stands now, our expenses are \$252 less than the income we have received to date. Luffwire expenses will eat up the lion's share of the rest of this budget surplus.

PAID RACE FEES

So far this year, the following people have paid race fees. If you owe fees, please submit them as soon as possible

Name	Amount Paid
Darroll Clark	\$ 25
Rich Giller	25
Phil Glover	25
Al Hopp	25
John Hubbe	25
Randy Jones	25
Glen Kuhn	25
Don Larson	25
Jack Lindbergh	25
Paul Reeder	25
Glen Reiboldt	25
John Werner	25
Tom Walker	6

TOM MORGAN

(ALIAS "J.P.")



PROPOSED CHANGE TO CLUB BYLAWS

ARTICLE VIII - The Executive Committee

The Executive Committee shall:

1. Consist of the Commodore, Vice Commodore, Immediate Past Commodore, Secretary, Treasurer, and all Fleet Captains.
2. Interpret the by-laws, conduct all business, determine policy of the organization, and serve as the last court of appeal in disputes in-

THISTLE NEWS

Flathead Lake, Montana was, once again, the site of the 1988 Thistle National Championships. (Remember those little 17 footers that kept getting in the way, PHRFers?) The last time the nationals were held at Flathead, back in '83, Joe (who?) Wondrack won the President's division, ably assisted by Lynda (the brave) and Bruce (I mean CDR) Faulk.

Would it happen again? It was with that memory of our fleet's finest hour hanging heavily on our shoulders that the three of us, "Pops" Kelley, "Back Brace" Trimble, myself, Mac Callaway, and my boat, Mad Mac, made the eight hour drive to Flathead.

Less than half a block from my house, the travel trailer I was pulling broke loose and careened across the street, nearly striking an oncoming car. Was this an omen of things to come?

We arrived at Flathead, early Saturday evening on August 6. We left on the morning of August 13. What happened in between is still blurry in my mind, but I will do my best to capture the high points. The night before the first race, Ralph gave me a lecture on starting. "Avoid the pin end," he said. "Even though, it will probably be favored, it'll be too hectic for you, so start a little lower." The next morning, we crossed the starting line right at the pin, in second place. There was a general recall. Ralph says "pretty good start, but you may have been a little late." For the rest of the series we got pretty good starts. Ralph's experience really shined at the starts. The minute a boat came near us to windward, Ralph would yell, at the top of his lungs, "hit him! hit him, stupid!" It really worked; the boats just seemed to tack away.

There was lots of heavy air, in excess of twenty knots. The boat was fast, boat for boat, in a blow on all points of sail. We passed a lot of people. But I seemed to have a knack for big mistakes, like hitting the mark, re-rounding and then nearly hitting a boat as we re-rounded, followed by a 1080 (who can count when your jibing in heavy air). In the second-to-last race, we were headed for our best finish, a 10th out of 40 boats, when a port-tacker tried to drill us about 20 feet from the line. I don't like to tell the rest of the story, nor do I wish to say much about the last race. Those interested can consult with my crew.

I don't remember where we finished, and please don't remind me if you find out. We were the #1 boat in several areas, however. Oldest crew (148 years) and only crew with 3 bad backs and a back brace on board. And, as far as I'm concerned, no one else had a more enthusiastic crew. (Even, if I did confiscate their money after I caught them down at the Greyhound terminal pricing a one-way ticket to Pasco.)

The championship was won by, who else, Greg Fisher. Mark Laura, from Seattle, finished third and Jack Christiansen, also from Seattle, was in the top 10 of the Championship division. In the president's division, Carl Stromberg, from Seattle, finished second.

Many, Many thanks to Dennis and Ralph for their help. I can't wait to go back. Who will be Mad Mac's next victims?

Will the party that borrowed the Coronado-15 sailboat rudder and tiller from Morley Paul, please return it? URGENT NEED!!! Thanks!

Morley Paul

BUDGET SUMMARY

LOOKING AT THE BUDGET FROM THE TOP, WE THE BUDGET COMMITTEE, FEEL;

INCOME

1. THE MEMBERSHIP WILL BE DOWN ON BOTH TYPES OF MEMBERS THUS LESS DUES.
2. THE RACE FEES WILL BE LESS DUE TO LESS MEMBERS, & LACK OF BEING PAID BY SOME RACERS WHO HAVE OVER LOOKED THIS FEE.
3. THE DESERT REGATTA WILL BRING IN ABOUT THE SAME.
4. SHIRT SALES WILL REMAIN THE SAME OR MORE.
5. ALL THO WE DO PLAN ON SAILING CLASSES WE DO NOT EXPECT ANY INCOME HERE.
6. MISC. HAS BEEN RAISED TO COVER THE UNFORE SEEN THINGS.

THIS GIVES US AN INCOME OF ABOUT \$3905 OR SO.

EXPENSES

1. THE NEWSLETTER WILL BE DOWN AS THE NUMBER TO BE MAILED OUT WILL BE LESS.
2. THE MAJORITY OF THE COMMITTEE FEELS THE LIABILITY INSURANCE WAS NOT NEEDED AS IT COVERS ONLY THE EXECUTIVE BOARD, AND THE CLUB IS INCORPORATED, BUT AT THE START OF EACH RACE (OR SEASON) EACH RACER MUST SIGN A FORM TO RELIEVE THE CLUB FROM ANY AND ALL LIABILITY.
3. MEETING SPACE WILL BE 0 AS ALL HAS SAID WE MAY USE THE COURT CLUB AGAIN.
4. A NEW CAPTION WAS ADDED TO THIS AREA "LIBRARY" THIS IS TO INCLUDE THE VIDEO TAPES WE NOW HAVE AS WELL AS TO ADD BOOKS IF NEEDED.
5. MISC. HAS BEEN RAISED TO COVER THE UNFORE SEEN THINGS.
6. CRUISING ACTIVITIES STARTED AT THE SAME \$150 BUT WAS RAISED TO THE NOW \$200 BY THE CLUB BODY, AS THE MONEY HERE BENEFITS THE CLUB AS A HOLE.
7. IF THE INS. IN #2 IS DROPPED THERE IS LITTLE NEED FOR THE USYRU DUES AS ALL WE NEEDED IT WAS TO GET THE INS. SO THIS WAS DROPPED ALSO.
8. TROPHIES WENT UP IN PRICE.
9. MARKS HAVE NOT BEEN REPAIRED SO THIS MONEY WILL BE NEEDED.
10. THE RESCUE BOAT WILL NEED WORK (TUNEUP IF NOT MORE).
11. DRY STORAGE FOR THE RESCUE BOAT IS ALSO NEEDED.
12. DESERT REGATTA EXPENSES WILL BE MORE SO THE INCREASE HERE.

TOTAL EXPENSES THEN SHOULD BE ABOUT \$3900 FOR A BUDGET THAT IS \$5 TO THE GOOD.

CRUISING FLEET LABOR DAY WEEKEND

The cruising fleet went to Lyon's Ferry and back for a Labor Day Weekend outing this year. It turned into a hot motor trip but we had a good time anyway. Those participating were Armstrong, Baketel, Braddock, Grimes, Perkins, and Reed.

We left Charbonneau Friday night and motored to Anchor Bay, just above Fishhook, for the night. It was Mary Ann Braddock's birthday, so Reeds rowed around the anchorage in their dinghy serving birthday cake.

Saturday we motored out of Anchor Bay, encountered some wind and sailed about 5 miles, and motored the rest of the way. The current which has nearly prevented us from reaching Lower Monumental Dam more than once was virtually nonexistent so we made great time. We got there in time for a brief wait and then shared the lock with the Colonial Explorer and a bunch of power boats on the way up. About half way from there to Lyon's Ferry it got so hot that we just stopped the boats in the middle of the river, jumped off, and swam for a while. There was almost no wind but the boats drifted slowly upstream anyway and could easily be towed by a swimmer. We got to Lyon's Ferry, tied up in the marina, plugged in the ice cream maker, and settled down for a pigout potluck.

Sunday we crossed the Snake to the state park and spent most of the day swimming and BS-ing in the shade. With power available at the rest room, Armstrongs made another batch of ice cream for an afternoon snack. The park ranger accepted a bowl but wouldn't let us stay on the crib wall all night anyway.

Monday it was up anchor at 06:00 and motor back down. The sunrise was incredible, with a red ball coming over the hill in the smoky air. The dam was waiting for us with the gate open and we got a quick flush down for a minimum delay. We sailed another 5 miles past Fishhook and motored the rest of the way. It was a great trip for what little wind we had.

Braddocks almost didn't go because their motor was in the shop. (Huh? Oh, yeah. We might get around to it in a coupla weeks.) Instead, they used Reed's 5-horse Honda dinghy motor and, to most people's surprise, had no trouble keeping up with or ahead of the rest of us. And we thought we'd have to throttle back and wait for them. Hmmpf. The little bugger looks like good backup power if the big motor conks out away from civilization.

Ed Reed

Ballot for Officers for 1989

Commodore	Al Baketel	Yes_____	No_____
Vice-Commodore	Russ Armstrong	Yes_____	No_____
Treasure	Tom Morgan	Yes_____	No_____
Secretary	Donna Perkins	Yes_____	No_____

Write-in_____ Position_____

Proposed 1989 Budget as published in Luffwine Yes_____ No_____

Race schedule for 1989 "A"_____ "B"_____

Return this ballot to:

Below are 2 race schedules proposed for the 1989 sailing year. After a discussion of the merits of our current schedule it was suggested that a shorter schedule for the spring and fall plus fun/social racing during the summer might draw more boats to the races. Look these two schedules over and let us know what you think.

1989 RACING SCHEDULE (Proposed)

"A"

FROSTBITE SERIES no throwouts

Feb. 11	Sat.	Charboneau
Feb. 26	Sun.	Charboneau
Mar. 4	Sat.	Charboneau

SPRING SERIES 2 throwouts (1 throwout if 5 or less races)

Mar. 12	Sun.	Charboneau	
* Mar. 26	Sun.	Charboneau	
Apr. 8	Sat.	Charboneau	
* Apr. 22	Sat.	Charboneau	
* May 6	Sat.	Charboneau	
* May 13-14	Sat-Sun.	Charboneau	Desert Regatta

other spring races (not part of spring series)

Apr. 29	Sat.	N.Richland Powerhouse	Cinco de Mayo
June 4	Sun.	Richland Boat Basin	Sunfest Regatta

Desert Regatta results count as 2 days for the spring series and the final results as 1 day for the * series.

SUMMER SERIES 1 throwout

June 17	Sat.	Charboneau	
June 25	Sun.	Charboneau	
July 9	Sun.	Charboneau	
* July 22-23	Sat-Sun.	Charboneau	Heatstroke Regatta
Aug. 5	Sat.	Charboneau	

Heatstroke Regatta results count as 2 days for summer series and the final results count as 1 day for the yearly "*" race series.

FALL SERIES 1 throwout

Aug. 27	Sun.	WWYC	
* Sep. 9	Sat.	WWYC	Workinger Mem. 50 miler
* Sep. 23	Sat.	WWYC	
Sep. 24	Sun.	WWYC	
Oct. 7	Sat.	WWYC	Inland Empire PHRF Champ.
* Oct. 8	Sun.	WWYC	Inland Empire PHRF Champ.
Oct. 21	Sat.	WWYC	

Inland Empire PHRF Championships count as 2 days for the fall series with the final results counting as 1 day for the yearly * races.

POLAR BEAR SERIES no throwouts

Oct. 29	Sun.	Charboneau
Nov. 18	Sat.	Charboneau
Dec. 2	Sat.	Charboneau

SPRING SERIES 1 throwout

Mar. 12	Sun.	Charboneau	
* Apr. 1	Sat.	Charboneau	
Apr. 22	Sat.	Charboneau	
* May 13-14	Sat-Sun.	Charboneau	Desert Regatta

other spring races (not part of spring series)

Apr. 29	Sat.	N.Richland Powerhouse	Cinco de Mayo
June 4	Sun.	Richland Boat Basin	Sunfest Regatta

Desert Regatta results count as 2 days for the spring series and the final results as 1 day for the * series.

SUMMER SERIES

Informal fun races to be arranged

FALL SERIES 1 throwout

* Sep. 9	Sat.	WWYC	Workinger Mem 50 miler
Sep. 30	Sat.	WWYC	
* Oct. 14-15	Sat-Sun.	WWYC	Inland Empire PHRF Champ.
* Oct. 28	Sat.	WWYC	

Inland Empire PHRF Championships count as 2 days for the fall series with the final results counting as 1 day for the yearly * races.

What You've Been Looking For . . .



Greetings from your favorite cabin boy. Now hear this! There will be a cruising fleet meeting during the general meeting to nominate these people deemed worthy of relieving Phil Glover of the Rusty Spike award. Yes, it is once again time to turn upon your friends and time to get even with those who are not so friendly. Don't miss this opportunity, I know I won't, self preservation, you know.



PHRF Fleet Members present at the next General Meeting will be asked after the meeting for input on next year's activities. There will be a pot luck at WWYC on Saturday evening, Oct. 8th if we race.

Randy Jones
PHRF Fleet Captain



Russ Armstrong has a new boat and will take on crew for anyone wishing to join him for an inaugural evening cruise & floor show by Jane.

George, the Cabin Boy



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C

