

Tell~Tale

NEWSLETTER FOR THE GEARY18
FLATTIE SAILING ASSOC.



August 2005

Geary 18 IYRA
P.O. Box 4763
Federal Way, WA 98063-4763

Debra Eckrote, Executive Secretary
E-mail: sailsafe2@yahoo.com

From the Commodore

Hello All,

First I would like to say that it is my honor to serve you as Commodore for the upcoming year and will be happy to respond to anyone's questions or concerns. For those of you that could not make it to the Championships this year at Huntington Lake, I have to say that you missed out! Our friends from down south did an excellent job of organizing a great event. We had great sailing, good weather, and fun evenings. This year's regatta came down to the last race and what an exciting one it was. I encourage everyone to read the articles about it and want to again congratulate the participants of this years regatta for the good racing. I have sailed a heck of alot in the past 5 years and have to say 3 boats battling it out for the overall win in the last race is about as exciting as it gets.

I am back in Utah now and will have to keep myself busy on my mountain bike until the snow starts to fall again (there is a great lack of dingy sailing in Utah from what I can tell). This year's regatta got me really excited about sailing again after not sailing this past year while living in Utah. After this winter I think I will have recovered from the "powder bug" and am looking forward to moving back out west to "sailing civilization" when I graduate next May from the University of Utah. I wish you all the best and hope you have fair winds and following seas while you enjoy the rest of the sailing season.

~Oscar Barney

Check out the Geary 18 Website:

www.geary18.org

Internationals photos are on line

See page 5 for details

NOTE FROM THE SEC/TREAS.

Well, the 2005 Internationals are over and I am sure that there is a lot of information about it in this Tell-Tale. But I would just like to say that Huntington Lake was as beautiful as ever, the weather was wonderful, the winds were great and the racing was fantastic. Going into the sixth race (after the throw out) there were three boats that were within 1/4 of a point of first place. Needless to say, that last race was very exciting. All in all, the whole week was exceptional and Marsha and Chris and Jon and Dorothea and Robert and Debbie should be congratulated. The only down side for Joan and I was that the transmission in our motor home failed and we spent five days after the regatta in 105 degree heat in beautiful downtown Clovis waiting for it to be fixed. It did get done though and we did finally get home safely.

You should get a revised page 5 for our handbook with this Tell-Tale. The only thing that is changed is the amount a written check must be before Debbie has to send it to me to be co-signed. We raised it from \$50 to \$100 to save time and postage. I am also sending Jon a new officers' page and then updated Previous Champions page. Jon will have to decide whether to put them in this issue or the next. I'm sure there will be quite a bit in this one.

Bud Busch
Sec/Treas.

New Association Officers

Commodore: Oscar Barney
Vice Commodore: Chris Olin
Rear Commodore: Colleen Cardas
Secretary/Treasurer: Bud Busch
Chief Measurer: Tom Mills

One-Year Directors: Tim Harrington & Thad Vincent
Two-Year Directors: Sean Randle & Scott Swanson
Three-Year Directors: John Cutler & Jack Bechtold

Executive Secretary: Debbie Eckrote
Tell-Tale Editor: Jon Olin

Note: The next Tell-Tale will include a full page list of officers to print and enclose in your handbook



2005 INTERNATIONALS

The 2005 Internationals were held July 24th –28th at Huntington Lake, California. If you were not there, you missed a fabulous time. The weather, winds, and racing could not have been better. The temperature at the bottom of the mountain in Fresno was in the mid hundred degrees all week. That made for great winds and 80 degree temperatures on the lake, which is at an elevation of 7000 feet.

Oscar Barney, reigning champion going into this year's regatta started where he left off by winning the first race. But after that, his living in Utah and not sailing daily as he had been, conspired to take its toll on his mastery of the fleet. He would win only one more race. Tim Mills with his gymnastic crew Mandy won the next two races. Thad Vincent, last year's runner up and, like Oscar, a former college sailor, won two races. Thad sailed with his daughters Emily and Laura and his wife Bernadine alternating as crew. Going into the last race the three skippers, Oscar, Tim, and Thad, were virtually tied for the series lead. The final race on Thursday was spectacular, with several lead changes throughout. In the end Oscar, who acknowledged significant help from his crew, Brian Webb, came through again.

Oscar's victory was his fifth consecutive as our Internationals champion, which has some significance. He has surpassed Austin Peebles who won four consecutive years in the 1950's. Phil Miller won the first three championships ever held beginning in 1935. Four sailors have won two in a row, Art Gronsky, Austin (again), Felix Moitoret, and Doug Williams (twice).

Thad finished second again for the second year in a row, and Tim was third. Tom and Anjo Mills, three time winners and always among the leaders, were 4th by a close one point over Chris Knudson and Tim Harrington at 5th who had to deal with some equipment failure. Sixth place were a new family to the Geary Association, Sean and Jessica Randall (Anjo and Tom's niece and nephew), sailing a chartered boat very well. They, with their two small children, are a great addition to the Gearys. Seventh place was Jon Olin sailing with his grandsons, Jesse and Alex. Neither had ever sailed before and learned quickly enough to do a fine job, have fun, and make their grandfather proud of them. Last year's Fred Harley Series winner Colleen Cardas, sailing with April Gello and mom Darcy Cardas as crew, were a close eighth place despite having to drop out of the last race because of an equipment failure. Marsha and Tammy Furman were the only Fred Harley Series entrants and had to sail with the championship races. They sailed well enough for ninth place. Tenth was Robert Eckrote in a borrowed boat with mix and match spars and sails. Even with sister Debbie as crew they could not find the right combination to move up in the fleet. Next year Robert will have his boat ready again, and if they sail as well as they make Margaritas, watch out!

The evening get-togethers were superb, as usual. The pot lucks, the planned and unplanned dinners, and the Margarita Night offered opportunities for old friends to catch up on happenings. We missed the people who were not there with us, but had a terrific time anyway.

2005 INTERNATIONALS

Championship Series

<u>Place</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>Points</u>
1. Oscar Barney/Brian Webb <i>#1499 Exit/ Coos Bay</i>	1	3	2	2	2	1	7.50
2. Thad Vincent/Emily,Laura, Bernadette Vincent <i>#106 Zephyr/Coos Bay</i>	2	1	3	3	1	2	8.50
3. Tim Mills/Mandi Markee <i>#1111 Whippet/ Coos Bay</i>	4	2	1	1	3	3	9.50
4. Tom Mills/Anjo Mills <i>#1485 Piper/Coos Bay</i>	3	5	5	4	4	5	21
5. Chris Knudson/Tim Harrington <i>#1500 Gemini/Santa Barbara</i>	5	4	4	5	5	4	22
6. Sean Randle/Jessica Randle <i>#1062 Phantom/Coos Bay</i>	6	6	6	6	7	6	30
7. Jon Olin/Jesse & Alex Gonzalez <i>#1471 Avenger/ Los Angeles</i>	7	8	7	7	6	7	34
8. Coleen Cardas/April Gello, Darcy Cardas <i>#1476 Furious Two/ Coos Bay</i>	8	7	8	9	8	DNF	40
9. Marsha Furman/Tammie Furman <i>#1486 The Peeples Choice/Los Angeles</i>	9	9	10	8	9	9	44
10. Robert Eckrote/Debra Eckrote <i>#1422 Harassed/ San Luis Obispo</i>	10	10	9	10	10	8	47



2005 INTERNATIONALS

Fred Harley Series

Not enough boats for a fleet.

Crews Race

1. Mandi Markee/Tim Mills #1111 *Whippet III*
2. Laura Vincent/Tom Mills #1485 *Piper*
3. Emily Vincent/Thad Vincent #106 *Zepher*
4. Brian Webb/ Oscar Barney #1499 *Exit*
5. Jessica Randle, Sean Randle #1062 *Phantom*

View Internationals Photos On Line

Soon after you receive this Tell-Tale, you will receive an e-mail from Snapfish.com which will have many photos from the Internationals. Thanks to Brian Webb, who put us on to this neat website, we were able to include lots of pictures, sailing, parties, and the trophy dinner. Enjoy them!

Those of you who receive hard copies of the Tell-Tale who also want to see the photos, need to find a friend with an e-mail address. If you send me the e-mail address, I can have Snapfish e-mail the photos to that address. That is the only way it works.

Jon Olin, editor
Olin191@earthlink.net

2005 INTERNATIONALS

The Last Race

We asked Oscar, Thad, and Tim to write an account of the last race with the thought of combining them in one story. As you read them, you will see as we did, that they are written too well to even try to combine them. – Ed.

Oscar Barney's Story

This year's Championship came down to the last race. I had to beat both Thad and Tim so I went into the race knowing I had to sail my race and not let either one of them distract me too much. I was able to get a good midline start. Tim got caught up in traffic behind me and Thad started at the port end of the line which was not favored. After about 400 yards it was apparent that I had won the start and just needed to give a loose cover to my closest competitor while keeping an eye on Tim and Thad. By "loose cover" I just mean that I made sure I was sailing my own race but at the same time keeping myself between my competitor and the next shift. Tim, although getting a bad start was able to battle back quickly and was soon in second behind me. About half way up the first leg I had a sizable lead but Tim was playing the shifts well and sailing fast. He caught back up to about 4 boat lengths with about 350 yards to the first mark. As we neared the first mark I was able to play a couple shifts and rounded with about an 8 boat length lead over Tim, with Thad close behind. Brian and I had a slow rounding and Tim and Thad were gaining fast. By the second mark, a run from the first, Tim had overtaken me and I was in second by about 5 feet, with a few boat lengths lead over Thad. The next leg, to the third mark, was a beam reach and Tim and I were able to plane (barely) and get a decent lead built over Thad, enough of a lead that we weren't thinking about him as we battled with each other for first place. At the third mark we rounded a few feet apart with Tim still in the lead.

After this rounding it was a broad reach to the fourth mark. Tim and I battled high for the first part of the reach, each hoping to catch a puff and plane away from the other. Little did we know that Thad was taking the "low road" and had caught a puff and was planning fast and on a direct route to the mark. By the time Tim and I noticed it was too late and Thad had built a sizable lead on us. Neither Tim or I could get up on plane since we now had to sail almost wing and wing to reach the mark. Thad rounded the fourth mark with a large lead. At this point I was thinking that the race was now for second place. I battled hard and was able to just barely get inside on Tim at the mark. The course to the fifth mark was a beam reach again and the wind had picked up significantly by this point. Brian and I immediately began to plane after rounding the mark, getting a little breathing room from Tim. We kept our sails trimmed well, accounting for the constant shifts in apparent wind as we accelerated wildly in each new puff. This is where I have to give Brian a lot of credit. Trimming the jib from the trap on a wild reach is not easy and by this point in the regatta Brian had improved his skills so that he was keeping the boat stable while maintaining good trim on the jib. All of these factors combined to help us get back within striking distance of Thad by the next mark. At the fifth mark we were probably about 5 boat lengths back from Thad, who looked to be having trouble keeping his boat flat in the puffs (a necessity to keep the boat planing its fastest). Although Brian and I had gained initially on Tim, he got one big puff coming into the mark and was able to catch back up to about 3 boat lengths behind us.

Cont'd.

2005 INTERNATIONALS

The next leg was a broad reach/run to the last mark, the leeward mark before the finish. Brian and I had a great rounding and were able to get right back up on plane and catch up to Thad a little, while distancing ourselves from Tim. This leg quickly turned into a run and Thad was able to gain back a couple of boat lengths and we rounded the last mark about 5 or 6 boat lengths behind him with Tim another 7 or so behind us.

Our strategy on the last leg was to either get Thad to split with us and hope we could play the shifts better or to get him to tack a lot. In the strong wind at the time, maybe about 15 knots on average, we knew we could accelerate out of the tacks faster than Thad could since we weighed a bit more. The first third of the leg Thad tacked with us. Then he decided to go for the right shore leaving Brian and I to play the shifts in the middle. We were able to capitalize on a good left shift and cross in front of Thad with about 200 yards left until the finish. Although when Thad passed behind us he was now closer to the favored side of the line, Brian and I were still able to maintain our advantage for the last little bit and sail across the line for the win.

I have to say that this was one of the most exciting races I have ever sailed and look forward to more tales like this next year.

Oscar Barney

Thad Vincent's Story

Huntington Lake has a reputation as one of the best sailing venues in the world. Great winds, sunshine and clear clean water. The last time I had been here was in 1986 for the Lido nationals. The area surrounding the lake has changed some but not a whole lot. Back then the marina only had a few slips filled by mostly small fishing boats with no other dockage on the lake. That marina is now filled with mostly sailboats and there are now a couple of other small marinas with mostly sailboats at them. This I consider to be a good change. Other than the store actually having a few sailboat parts, the lodge itself was exactly as I remembered it. It needed a little maintenance then and it needs a little maintenance now.

The lake had been living up to its reputation all week. Enough wind between marks number seven and eight to get some really good planing in without feeling out of control. From mark six to the dam the winds generally lightened up to a good velocity for my total crew weight and we were able to keep the main traveler close to centerline. The racing for the top spot was mainly between three boats with a few others mixing in.

Coming into the series I thought that Oscar Barney, who has won it several times in a row, might be vulnerable. He hadn't been sailing much, if any, since last year's internationals. Several of us had proven that we could be competitive with him last year even though he won all but one race, which he was able to throw out.

Oscar won the first race of the 2005 nationals with myself second, Tom Mills third and Tim Mills fourth. I won the second race with Tim second and Oscar third. The second day had Tim winning both races with Oscar taking seconds and myself taking thirds. Oscar would not be able to count all firsts this time. I won the fifth race by a rather wide margin with Oscar second and Tim third.

2005 INTERNATIONALS

With one race to go counting a drop it was virtually tied up with Tim and I having 6 1/2 points and Oscar having 6 3/4 points. After easily winning the fifth race I was rather optimistic about my chances going into the last one. The wind, as we went out for the race, was not typical of this lake. There were some severe shifts with the wind coming directly from mark seven across the lake and or from mark one on the opposite side a couple of other times.

There was still a fair amount of time to the start and the wind had just come up. It just needed time to settle down, which it did, before the start. I did not want this race to be a matter of luck. The course called for was #2 which took us to the dam and mark five and then several reaches back and fourth across the lake to the leeward mark eight and then to the finish.

Every start had been very consistent. Shawn Randle would reach down the line and do a start right at the pin end. We would head towards the pin on starboard tack doing much the same and start a few boat lengths from it. Tom Mills was a boat length or two above or below us. Oscar would be a couple of boats lengths above us and I never did see Tim at the start. I assume he was always near the starboard end of the line. Just as in the first five races the final start played out the same. Shawn was at the pin, Tom a little above him, ourselves safely above Tom, Oscar was a couple of boat lengths above us and and I could not see Tim anywhere.

I was a little excited for the start. The main worry of getting a bad start was over. Clear air and going fast. But, maybe I was a little too excited. The boat would not point. I was soon in Tom Mill's backwind and falling behind. The left hand side of the course had been extremely favored all week so I didn't want to tack. Finally we had to bail out and go back to the right. Still the boat would not point. Next we were in someone else's backwind and falling further behind. Several tacks in a very short period definitely did not help either. Now Tim and Oscar were way off in the distance by themselves going fast. Shawn Randle, Tom Mills, Chris Knudsen and maybe one or two others were between us and them as we passed mark six.

Huntington Lake has a reputation for the left hand side being favored. I was getting a little desperate so we short tacked the shore, tacking only when there was no more room or the wind died. It was working. The boat was now pointing and going fast. It was like I had found high gear. Of course it was more likely me just settling down. That and with catching a couple of good shifts we started passing boats. As we got closer to the dam the wind lightened up considerably. Another good shift and we had gained enough that we were forced to tack for Tim crossing on starboard just before the windward mark. Oscar rounded first by two boat lengths ahead of Tim and I was the same distance behind Tim.

Now maybe I was a little too relaxed. I was feeling good to have caught back up. Tim and Oscar went rumb line for mark three while I went on the opposite shore which had been successful coming to the windward mark, Despite going a considerable greater distance though the water I was about the same distance behind at mark three. Tim and his crew Mandy, who are extremely fast dead down wind in light air, had passed Oscar. On the reach over to six, Tim and Oscar closed up and maybe gained a little on me. The wind was starting to pick back up.

The course to mark one, near the starting line, was a broad reach with thoughts of putting up the whisker pole but not quite far enough off the wind to do it. Tim and Oscar went high off the mark and were battling for the lead. I stayed low and went below the rumline.

Cont'd.

2005 INTERNATIONALS

It didn't take long before we were noticeably gaining. It was hard to stay on course and not head up to go over to them. Every time I looked over, the natural tendency was to go that direction. By mark one I was in the lead by probably a 100 yards. a very comfortable lead.

Crossing over to mark seven on the opposite side of the lake the wind had picked up enough to give us a "screaming reach". Both Emily and I were as far back in the boat as possible; she was on the trapeze holding onto my life jacket for balance, as Mike Rodde had taught her, and we were going fast. No way anyone was going to catch us here.

As we approached seven I took my first glance back; Oscar had cut the distance behind us in half and had opened up a gap on Tim. He was now within striking distance.

The near run to the last mark had Tim and Oscar going low with whisker poles out. I stayed higher to avoid their wind shadows and keep the inside advantage at the mark. There were no major changes coming into the last mark. The right hand side of the course to the finish had been favored several times during the week. Tim went right and Oscar went left. Oscar was the closest but I was worried about the right side. I tacked on Oscar once but then headed to the middle. The wind was strong enough that the traveler was all the way out with the main eased beyond that. Oscar was looking good over on the left and we tried to cover him again but he was able to cross us on port tack. A couple of more tacks and he was a little ahead but to leeward as we passed the launching ramp on the final tack for the finish. He may have pulled out a little on me as he crossed the line maybe 15 seconds ahead.

As a spectator I couldn't have imagined a better finish. Of course all of the potential spectators for the races, except for Bud and Joan doing race committee, were out having races of their own. The lead had change hands several times in the race as had been the case throughout the regatta. Oscar had found high gear when he needed it and come out ahead. Besides the final finish, the only time he had the lead in the regatta was after the first race. I did enjoy being part of the group tossing him and his crew Brian Webb in the lake after the awards ceremony.

Sincerely, Thad Vincent

Tim Mills' Story

Going into the last race on the last day, we had already had many very close races. The week consisted of Oscar and Thad generally getting better starts than I. With the poor start, I had to settle for trying to keep things close at the windward mark and go for the pass downwind. In races 3 and 4 we managed to be in front of Oscar at the reaching marks. This was critical to wining, because of his speed on a reach. If we could lead into the reach we could be in position to slow him down and stay in front. During race 5, Oscar did a good job of controlling my downwind speed advantage and thwarted a pass. As I imagined, he took advantage of this and extended his lead on the reaches.

Cont'd.



2005 INTERNATIONALS

After all of this back-and-forth, we had a 3-way tie going into the last race. I unfortunately held consistent on my poor starts and found myself fighting to just be in the race off the start. Mandi and I were on the money when it came to reading the wind and positioning the boat for the upwind beat. She was constantly reading the wind and giving me great information. We crawled our way back within a few boat lengths by the windward mark, with Oscar and Brian just in front. We split jibes off the mark and began making up water. We passed, and Oscar continued to fight for room at the first reaching mark.

Whippet rounded first around the reaching mark with Oscar just behind. He headed high to try for a windward pass. I followed from in front. My strategy at this point was to keep him above and not give up inside overlap at the next mark. The danger with doing this was that he would be in better position to take my wind and pass.

But, I couldn't let him get an inside overlap. To my dismay, Oscar passed to windward, taking our wind. This has got to be the worst way to lose a position. Our boats were still less than a boat length apart, as they had been for the past nearly two legs of the race. To my amazement, Mandi and I did end up clawing our bow inside of Oscar and got room at the mark. Once again, Whippet had the lead.

The next leg was a broad reach. Oscar rounded just behind and went high again. I followed to protect my air, heading above the mark lay line. I fought to hold clean air and attempt to stay ahead. If Oscar established an overlap in the leeward position, he would round the next mark ahead and have a clear reaching leg to open up a lead. Through this all, we must have stayed within 1.5 boat lengths. Both boats were very focused on pulling whatever advantage possible. At this point we had sailed nearly across the lake staying well above the lay line. I glanced further down the lake. THAD! He was on a direct path to the mark, taking full advantage of his off-the-wind speed. I looked over at Oscar and said, "we've got trouble." Thad had taken the lead. This wasn't good. Mandi said something about this being somewhat shady (pushed high off the course). I understood her thoughts, but thought that Oscar's strategy should be to hold me back off the wind and get Thad on the beat. I would have done the same in his shoes. You can't be mad at that, especially if it works. Grrr! We both turned down, to minimize Thad's advantage. Oscar had inside room for the next mark and Thad now had an 8-plus boat length lead.

I rounded the last reaching mark just behind Oscar. He took off immediately and stretched out to a 10 boat length lead closing on Thad! We finally got in the reaching groove and closed on Thad, but not much on Oscar. With two marks to go, and water to close, we had to take some chances to win. After rounding the mark it was a quick reach to the middle and downwind. Oscar held his lead on us, while we both closed on Thad. Rounding the last windward mark, Thad and Oscar had a 5 boat length gap, and Oscar was 5 boat lengths ahead of us. I tacked to the north shore, splitting with Oscar and Thad to try and make-up ground. The conditions were not as good on this side, but I had to split for a chance. It didn't pay. Oscar passed Thad on the beat for the victory. GREAT RACING!

Thanks all, I had an amazing vacation once again.

Tim



FLEET NEWS

MISSION BAY FLEET

Just a note to remind all of you here in southern California that the mission Bay Invitational is coming up on the weekend of the 24th & 25th of September. We sure hope that as many of you that can will come down and support the regatta. It is getting harder and harder to convince the MBYC officers to reserve a weekend for us. Hope to see y ou all.

Bud Busch

LAURELHURST FLEET

Results of the spring and early summer races are as follows:

June: Hampson, Mettler, Hanson, Eitel/Rollin tie.

LBC Trophy: Hampson, Hanson, Mettler, Rollin

July: Hampson, Mettler, Hanson, Peschon, Fletcher

Bruce Parker Trophy: Hanson, Mettler, Fletcher, T. Hennings/Wedgwood.

Don't forget Mo Johnson on the 28th of August. Potluck following.

Charlie Hanson



FLEET NEWS

LOS ANGELES FLEET

The Los Angeles fleet was saddened to learn of the passing of Florence Schibler. Florence and her husband Ed Schibler were stalwarts of the L.A. Fleet from the 1940's. With Ed as skipper of *#279 Confusion* and Florence as crew, they won the 1954 Internationals at Cultus Lake. Their sons David and John grew up sailing as well, with John winning the Internationals in 1979 and 1985. For the last several years the Schiblers had been retired and living in Arizona. Ed passed away two years ago.

Thanks to everyone that made the trip up to Huntington Lake for our Internationals. Those of you that stayed home missed cool nights sitting around the camp fire and great days of sailing with perfect weather. I would be remiss if I didn't say my "thank you's" starting with Lynn and George for chase boat duty. It's so much more fun when you know that if something would go wrong on the water that there are knowledgeable folks there to help out. Bud and Joan arrived several days early and were able to check out the race committee the Mercury's were using the weekend before our races....because of this they were able to secure the use of some of Fresno YC's equipment which made their job easier and easier for us to see the race course numbers (maybe our association should look into getting a number display board like Fresno's)..they are always very professional and I thank them. Thanks to Jon and Dorothea for taking care of the finances, Chris the forest service permits, Robert & Debbie for the scales (and their repair) and for great Margarita's (once again), and of course Ted and Gerda for getting some of the needed supplies and for the donation of his very special wine. We're lucky every time we're able to get together. Our lives are very busy and it means a lot to be able to touch base with everyone at least once a year. Thank you again for your support, and I look forward to heading north to Coos Bay next year.

Marsha

ARTICLE IV

Executive Officers (Method of Election and Duties)

1. The following Association Officers shall be elected at the Annual Meeting and serve for one year, their term starting the day following the Annual Meeting. A slate of officers shall be prepared by the International Executive Committee members in attendance and offered to the membership for their approval. Additional nominations may be made from the floor and, if any, those officers having a contest shall be voted upon separately by the delegates. The candidate receiving the greatest number of votes shall be elected.

a. Commodore: The chief executive who presides at the annual meeting, is chairman of the I.E.C. and Governing Committee. He rules on procedure; jurisdiction; summarizes decisions; appoints special committees, and is directly responsible for maintaining the Handbook of the Rules of the Association. All proposed changes in all Sections other than specifications must first be submitted to the Commodore. His recommendation for or against must be referred back to the membership not later than the next annual meeting.

b. Vice Commodore: Officiates in the absents of the Commodore and succeeds him in the event he is unable for any reason to continue his duties.

c. Rear Commodore: Officiates in the absence of both the Commodore and the Vice Commodore and follows them in succession if necessary.

d. International Secretary/Treasurer : Shall be primarily responsible for the promotional activities of the Association. Shall maintain a record of all Association Meeting minutes; maintain communication between officers and members and be responsible for the printing and distribution of all Association publications; formulate an annual budget and be responsible for its execution. Shall cosign all checks exceeding \$100.00 disbursing Association funds. Shall also be responsible for appointing the position of Executive Secretary

1. The Executive Secretary shall work closely with the International Secretary-Treasurer and shall carry out the detail work necessary for the successful operation of the business of the Association. Shall handle a system of forms and records of all Association business; maintain an adequate set of books detailing the financial returns and disbursements of Association funds, and from them, prepare a summarized yearly report for presentation at the annual meeting. (Financial books of the Association shall at all times be open to inspection by the current Executive Officers of the Association). He/She shall receive all Measurement Certificate applications and issue approved certificates only when all measurements and conditions comply with current regulations. He/She shall maintain a permanent file of all registered boats and measurement certificates and a current roster of all active and isolated members. HE/She shall receive and promptly reply to all inquiries concerning the Association. He/She shall be compensated for his or her efforts by a salary to be determined and regulated by the International Executive Committee. The Association shall not be liable for any debts contracted by its fleets or officers other than expenditure by written order of the International Secretary or Executive Secretary.

e. Chief Measurer: Shall formulate all Measurement Rules and Restrictions and shall be in charge of all Fleet Measurers; shall be responsible for maintaining the Plans and the Specifications Section of the Handbook and keeping them current. He may issue a Measurement certificate to a boat whose measurements do not fully conform to current regulations and cannot feasibly be corrected by which, in his judgment, do not constitute an advantage. Such approved deviations must be specifically noted on the certificate. He shall have the power to order the weighing or measurement of a boat at any time and his decision on a Boat's eligibility shall at all times be final and binding.

2. The Board of Directors of the Corporation shall number at least seven, with the Commodore as Chairman ex officio. It shall consist of all past Commodores of the Association and two members elected at the Annual Meeting from the geographical area of the Commodore for a term of one year,

THIS PAGE REVISED AS OF JULY 25TH 2005

Boats for Sale

1321 WILD THING

- 1968 CLARK HULL
- 1981 INTERNATIONAL CHAMPION
- \$2500 SPENT RECENTLY TO RE-RIG

CALL DIANE AND MICHAEL BURCH FOR MORE INFORMATION

909-337-7673 626-482-6465 cell

1396

I've got to put one of my sailboats up for sale and was wondering if anyone in your association was looking to buy one. It was built by Mr. Siewert, boat # 1396 and is the one he used to race at Fern Ridge Reservoir until he got too old to sail. It comes with an old trailer, a set of sails and is ready to sail. I need to sell it because my dad gave his sailboat and I don't have room for two.

Asking \$2,000.00 – Boat is currently in Anacortes but I can get it to Bellevue easily.
Let me know.

Thanks,
Kitt Hawkins
Cell 206-409-4940



Jon Olin - Editor
1022 E. Angeleno Ave.
Burbank, CA
91501

In This Issue...

Internationals Results – Fleet News – New Officers for 2005

◆ TELL-TALE ◆

