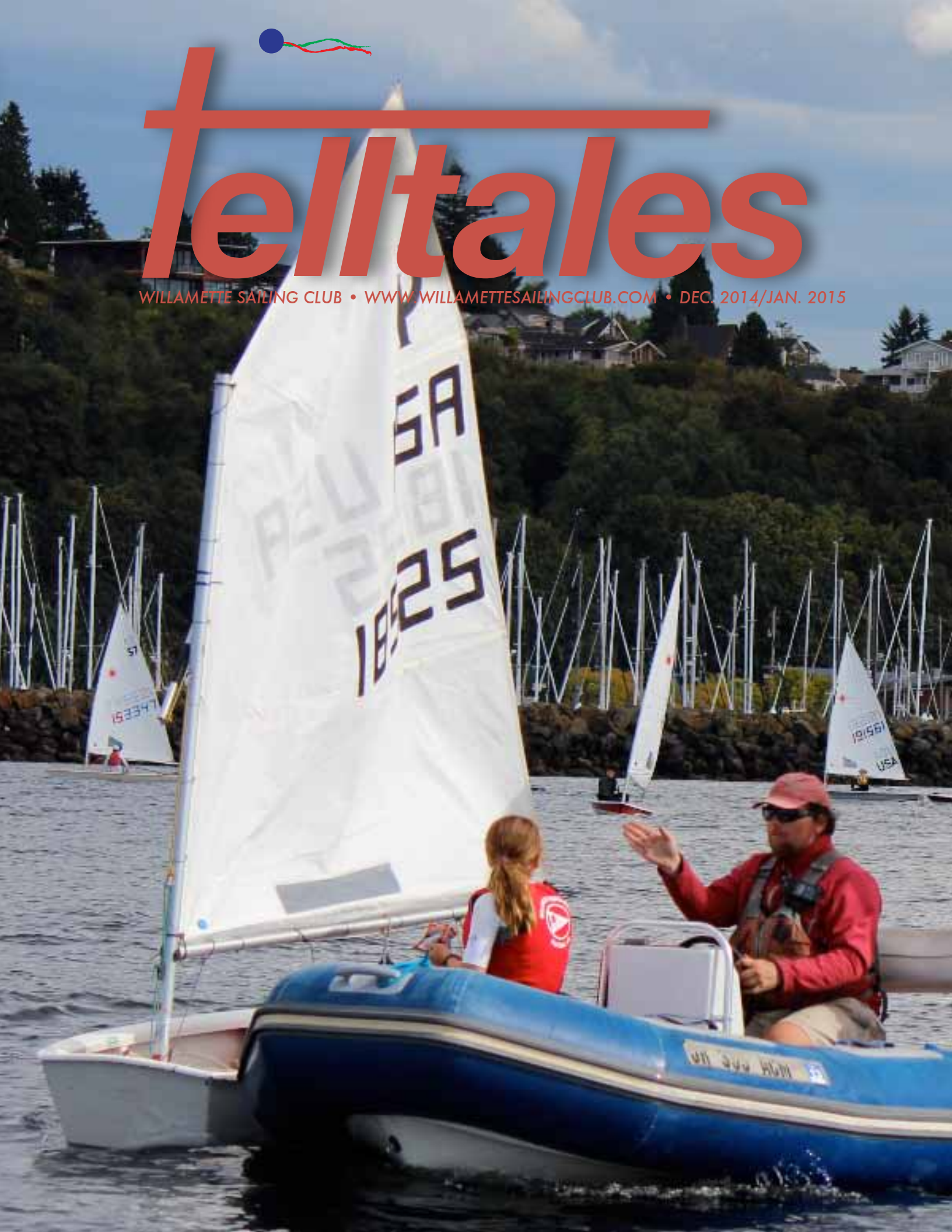




tellt ales

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Telltales

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Laser Fleet: John Sturman
V15 Fleet: Open
Lido Fleet: Kathy Sandifer
Day Sailer Fleet: Dick Stokes
Snipe Fleet: Dave Patterson
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Commodore's Corner

by Ron Runyan, WSC Commodore

This last month we were shaken by our loss of head coach Steve Williams, affectionately known simply as "Coach Steve." The service we held at the club to honor his memory was deeply moving. I have never seen so many people gathered in the clubhouse and on the dock, so many that we had to move everyone to the ramp to keep our trusty, but tired old clubhouse from sinking. We learned how many lives Steve touched, and how important he was to a great many kids and adults. I was sad for Steve, and for our loss, but I also felt proud that we had created a place for him to call home to do what he loved, and I know he was proud of his students.

Our youth programs have grown by leaps and bounds since Steve joined us five years ago. They have become much of the heart and soul of WSC. Who would have thought five years ago that we could spend \$1.2 million on improvements without a huge monthly dues increase? It is a testament to the success and growth of our Learn to Sail and Youth programs. Steve was a big part of that. We will honor him by keeping the momentum going, and by staying with his philosophy of coaching, which focused not so much on competition, but on learning, growing, and building self esteem. Steve taught us much about what makes a great coach, about what makes sailing such a great sport for young people. He will not be forgotten.

I cannot properly express my gratitude to the many people who have helped make my tenure so rewarding. We have an amazingly strong group of volunteers who spend much of their precious free time working to make WSC a better place, and an incredible staff. This was a busy year, but people were always willing to step up to help out when needed. The 2015 Board is exceptionally strong. I am very pleased to pass the baton to Mark Sandifer. He is certain to be outstanding. 2015 should be a fantastic year.

See you on the water.

Fleet Captain's Report

by Fleet Captain Toby Deming

November was a roller coaster of a month, and I'm not just talking about the high winds and frigid weather. The month started out with a fine and fun evening at the WSC Awards Banquet, which was quickly and tragically followed by the news of Steve Williams' passing. We are all still reeling from the loss. As we move into the holiday season, let's do our best to keep Steve and his family in our thoughts and close to our hearts. The Turkey Regatta has been postponed until December 13.

An unfortunate omission occurred at the Awards Banquet: I inadvertently forgot to announce the winners of the Holley Cup - Elle Sandifer and Katy Piwonka held off the rest of the women to bring home the gold! Congratulations to them both for a job well done.

During the next few months our new Fleet Captain, Kent Sisk, will begin brainstorming ways to improve our sailing experiences at WSC. He'll work on training the Race Committee, organizing the sailing season, ensuring races are scored correctly, organizing sailing events for the club, and planning the Awards Banquet for the end of the year. If you're interested in helping Kent or contributing great new ideas, I know he'd LOVE your help. Please contact him at Kent@kentsisk.com.

Mark your calendars for a New Year's Day sail at the club. If the weather's fair, a number of us plan to start the year with what we hope will become a WSC tradition. Details will follow.

I hope everyone had a joyous and scrumptious Thanksgiving, surrounded by family and loved ones. It has been a pleasure serving you.



Upcoming Events & Activities

December 13 • Wild Turkey Regatta, 12pm

December 20 • Christmas Ships Party, 4pm

December 22-January 2 • Office Closed for Holidays

January 7-11 • Portland Boat Show • sign up online to help!

From the Manager

by David Valentine

It was an amazing sight on Saturday, November 15th as the WSC community came together for Steve's Memorial. We officially tested the capacity of the floating clubhouse and dipped each corner into the Willamette. I'd like to thank everyone who attended and sent in their kind words about our lost friend Steve. Steve's family is incredibly thankful for all the support that was offered to help get them to Portland, and I am very grateful they allowed us to be involved in his final send off. Over 40 families at WSC contributed to their travel expenses, something we should be very proud of. I'm reminded of a popular Texas A&M saying, "From the outside looking in, you can't understand it. From the inside looking out, you can't explain it." I believe this is fitting for someone who dedicates their life to sailing. Steve will be sorely missed.



In much lighter news, the Awards Banquet on November 1st had a record attendance of 103 members. The silent auction was a huge success and the live auction was certainly entertaining! The 420s are getting tailored for brand new covers and a regatta travel trailer is in the works. I'm excited for the 2015 away regattas to start so we can start loading boats. The cold must be getting to me if I'm getting excited about loading boats...

The Wild Turkey Regatta has been rescheduled for Saturday, December 13th, although perhaps we should rename it the Ho Ho Ho or Sleigh Bell regatta, what do you think? Come prepared to stuff yourself with tryptophan.



Our final event of the year will be the Christmas Ships party on Friday, December 20th and the Celebrity Bartenders will keep you warm with their themed concoctions. As a heads up, the office will be closed from December 20 - January 4th. Enjoy what is left of 2014 and have a happy new year!

Check out the progress on the new sailing center!

Daysailer Fleet Report

by Dick Stokes

Well, folks, by the time you read this it will have been a few weeks since we bid a fond farewell to our beloved Coach Steve. Saturday, November 15th was a wonderful afternoon of memories and celebration of such an amazing man and profound mentor of sailors. To honor that part of Coach Steve, below are the recollections of Daysailer and Thursday Sail and Social members who also had impactful people give them the gift of sailing in their early experiences.



John Olsson recalls his teacher, Mr. Blank, who took a dozen middle schoolers on a 30-minute subway ride all the way through Boston to reach the Charles River Sailing Club 4 days a week in the spring of his 8th grade year! It was an adventure that not only introduced, but began a life long passion for John.

Janice and Terry Gould were mentored by Jim Skeen of Eugene Yacht Club many years ago. They initially signed up for three sailing classes for \$30 and had a day each in a Laser, Daysailer, and keelboat. Except that Jim didn't let them go after three, he kept after them for the rest of the summer and at the end they had a 21' Clipper!

Mike Miller got started during his early years in California in a dinghy thanks to his dad. He then got sidetracked by surfing for a while in his teens. Then a high school friend got him out on a keelboat offshore and he was hooked. Heather finally got him refocused a decade ago and they went out and bought "Charlotte C" their 18' Celebrity. Their commitment to sailing and WSC is history and Conrad will keep writing new chapters thru 2020!

I was given an amazing tutoring in all things wood and sail by my "older brother" Peter. He took me under his wing at age 7 and told me two things: always be sure to have enough anchor line, and always be ready to fashion a sea anchor from your sail bag. When I was 11 yrs old I got the chance to fashion that sea anchor from a sail bag when a squall hit our race in the middle of Massachusetts Bay. I still sail with Peter back east each July!

Toby Deming recalls his father as the initiator of his sailing passion. The family went out on Puget Sound early on and had a superb family sail that was fun, safe, and instructive. Later, when in San Francisco he went out on the bay with a roommate and reignited his childhood passion. So his father and roommate set him up to follow his passion here at WSC on the Willamette with Janis and their kids.

Kathy Sandifer started sailing with friends early in high school, met Mark and sailing became a mutual passion, and they've passed it onto both Austin and Elle thru WSC and the High School Sailing Team. Mark Sandifer started early since both parents Bob and Cris ALWAYS had boats. He began racing in Kingston Harbor as a kid on a 19' Snapper, then onto Dragons, and his parents still race J 24s in Florida at ages 85 and 80!

Long may the gift of Coach Steve live on at WSC through all of us who are grateful and privileged to have been touched by his love of wind and water.



In Memory of Steve Williams

April 17, 1970 - November 6, 2014

by Caitie Bryson

The Willamette Sailing Club community is in mourning after the untimely passing of our beloved head coach Steve Williams on November 6, 2014. He passed due to natural causes shortly after the end of a very successful fall sailing season with 21 happy Optimist sailors. Steve began coaching sailing in the late 1980's in Maine and has since coached and managed many sailing programs from Maine to the Virgin Islands including the past five years in Portland, OR.

Steve was known around WSC as a friendly and patient man, shuffling around the docks with a gaggle of Opti sailors, teaching adults how to sail dinghies, coaching Portland State University's sailing team (including watching proudly as their team qualified for Women's Nationals in 2011), and rescuing club members who sailed into a mud bar (again). Steve shared his passion for sailing with many students of all ages, including young coaches. Those of us who were lucky enough to work with him and learn about coaching from him learned lessons of patience, kindness, and compassion. We knew just how special his few, but carefully chosen words were. He was truly a role model and led by setting a positive example. Steve had a secret sense of humor too, that came out in his interactions with coworkers, students, and parents who were lucky enough to get to know him. I'll miss him hailing me on the radio to tell me my fenders are out; and watching him scold kids with a wag of his finger and a twinkle in his eye; and hearing his goofy jokes and puns when he came in the office to check in.



It takes a rare and special kind of person who can interact pleasantly across all age groups and make everyone feel like they are contributing something important. Steve had a magical ability to help kids feel like they were learning even as they sailed a leg behind all the other kids around the racecourse; to help the parents feel like they were

contributing something to their child's sailing education and regatta experience, more than just driving them to practice; and to help beginning adult sailors understand how the challenge of learning to sail (and being dumped in the river for a capsized recovery) makes the reward of being able to navigate up the river and back that much sweeter.

Several people spoke at Steve's memorial service on November 15 and shared stories, and three stood out. The first shares the depth of how widely liked Steve was and his pride in his teams, the second is a quintessential Steve moment that elicited chuckles from all in attendance, and the third is a collection of special moments shared by the mothers of some Opti sailors.

First, a family from Portland, ME wrote a letter that was read by Ron Runyan. They told of how well loved Steve had been by all of the kids he coached in Maine and how he was always kind and encouraging, what a delight it was to run into Steve years later at ICSA Women's Nationals in the Columbia River Gorge in 2011, and how proud of his team Steve was for qualifying for that regatta.



Second, Steve's brother Ed shared the time when Steve was in his early teen years and their father asked Steve to move the family's 30-something foot sailboat from the yacht club upriver to winter moorage. Steve knew fully well what the channel markers meant but somehow forgot and ran the boat aground on a sand bar as the tide went out. Ed was hailed over the radio and had to go rescue his little brother and the boat from the outgoing tide. True to the Steve we know in his adult years, he made the best of a sticky situation and went down to the galley and made himself a cup of hot cocoa to enjoy while he waited to be rescued.

Third, Jenny Starr and Jill Corvelli shared stories on behalf of the Opti sailors of how important Steve was to them. Steve's kids deeply respected him and admired how dedicated he was to coaching. In their account, Steve taught the kids not just how to sail, but he made the experience an important part of growing up. They shared fond memories of no-wind practice day activities such as powerboating to Willamette Falls, drinking hot chocolate and watching Volvo Ocean Race Videos, and playing capture the flag on Toe Island; and about how Steve's patience was so encouraging to them and he always knew how to teach in a way they would understand. Apparently, Steve even taught some of the kids how to hotwire powerboats! Classic Steve. Beyond making sailing practices and regattas a fun experience for the kids, Steve gently imparted his wisdom on the kids at every turn. For that, we are so grateful.

Steve was a beacon of what we should all aspire to be as we teach, sail, and go about our lives. He helped shape so many young lives in such a quiet and powerful way. We are all so lucky to have known such a beautiful human. Steve will be missed coast to coast, and especially here in Portland.



Laser Master Worlds Report

by Bill Symes

Laser Masters Worlds is always as much about the journey as the racing. This year's venue, Hyères, France, seemed to us a particularly tempting destination, so LauraLee and I packed our bags, booked a flight, and took off for the French Riviera. That turned out to be a popular decision: the 2014 Laser Masters World Championships attracted a total of 499 competitors from 21 countries, making it arguably the largest one-design regatta ever.

We landed in Nice, rented a car and headed west. After a delightful meander down the coast via the glamorous resort cities of Antibes and Cannes (the yachts in the harbors getting bigger at each stop) we reached our destination, a cozy hillside villa overlooking the Mediterranean (thank you LauraLee and VRBO!). After settling in and greeting our roomies for the coming week (Tracy and Christie Usher and Jon Andron from the Bay Area), we started to focus on the business ahead.

The first three days were consumed with registration, charter boat check-out, sail measurement, and wrestling for space in the boatyard with 498 other Laser masters. Normally this wouldn't take more than a day, but the French have a unique approach to administration, favoring verbal over written communication (in French, of course), widely scattered check points, long queues at the end of which you are directed to other long queues, and frequent changes in the plan. I think my Laser logged more miles on the dolly trekking back and forth across the marina than it did on the water.

The next two days were spent sitting around the boatyard waiting for the wind to show up. The AP (postponement) flag would occasionally come down and one fleet or another would be called out to the course and several starts were attempted, but by the end of day two the number of races completed for full rigs was two and for radial rigs (my fleet), zero.

When racing actually did get started, in light and lumpy conditions on day three, it started badly. A botched pin end start in the first race left me plastered against the mark boat as 76 competitors sailed around and away. It was actually a relief when I learned after racing that I'd been scored UFD (over the line early). Either way, it was a throw-out.

I continued to dig my hole deeper in races 2 and 3, and was beginning to wonder if perhaps it was time to put away the boat and go sightseeing, when all of a sudden the wind piped up and I found myself out front with the big dogs in race 4. (It turns out that the secret to success in a large fleet is a good start, and I finally figured out how to make that pin end work.) The wind held up for the next four races, as did my boat speed. Unfortunately, my aging brain started breaking down, resulting in several unforced errors (penalty turns, capsizes, and an epic navigational error in race 8) and adding about 20 extra points to my score. This is the downside to Great Grandmasterhood.

Alas, the big wind faded on the final day of racing, and so did I. Still, it was a happy surprise to wind up in fifth place after winning a three-way tiebreaker, good enough to stand on the podium that evening with fellow American Peter Seidenberg (3rd) and winner Keith Wilkins from Great Britain, a legend in the class who was collecting his 12th Laser Masters World Championship.

With the regatta out of the way, the real fun began for LL and me. We checked out of our beloved little villa in

Hyères and resumed our leisurely tour of Provence and the Cote d'Azur, making stops at Cassis, Aix en Provence, St. Tropez, Monaco, Nice, and many of the ridiculously charming villages, vineyards, beaches, castles, capes and cafés in between. Suffice to say, it was pretty cool. If you want to hear the whole story, by all means buy me a beer and plan on killing a couple of hours.

Full results and photos are posted online at <http://lasermasters.coych.org/>

About the Masters Worlds

Laser Masters Worlds are not to be confused with the Laser Senior Worlds. The "seniors" are elite young athletes who compete at the professional and Olympic level, and are very much our junior. All you need to do to sail in Masters Worlds is to be at least 35 years old and still breathing.

Not that masters aren't serious; among the 500 competitors in Hyères were a lot of big names from Laser yesteryear, including Olympic medalists and former world champions. Most of these guys still work very hard at it, and there are no slackers at the front of the fleet.

Laser masters are divided by age into 4 divisions: Apprentice (35-44), Master (45-54), Grand Master (55-64), and Great Grand Master (65+). They are further divided by rig (standard and radial) and gender (male and female). Having recently celebrated my (gasp!) 65th birthday, I now sail with the tough old geezers in the Great Grand Masters fleet. Whoever said that getting old is not for sissies must have been talking about us.

Laser Fleet Report

by John Sturman

The WSC Laser fleet activity has been cooling along with the weather this month. WSC was represented up at the Seattle Corinthian YC Turkey Bowl by Grant Gridley, who placed 3rd in the Radial fleet, and also Dave Jursik in the Laser fleet. Down in Southern California, Doug Seeman placed 10th in their Turkey Bowl among Olympic aspirants. Good going, guys! (Isn't the internet amazing!)

I will mention again the December 6th work party to replace the wooden dock racks with the same steel rack system that is already in place near the boat shed. Many hands make light work, and you can secure your boat on the new racks for winter weather. There are 21 rack spots being replaced, so I expect a good crowd of Laser sailors to participate. Also, the Portland Boat Show is coming January 7th-12th to give Laser sailors an opportunity to advertise the fleet to show attendees and see what West Coast Sailing is peddling for sailing gear, all for free admission.

When the sun shines, keep your squinting eyes on the WSCLasers group at YahooGroups for buzz around practice sessions, especially

on Sundays this winter. Some sailors may be staying active in preparation for Spring training and racing vacations in warmer climates. I'll see you on the water.



WSC Board of Director's Meeting

November 25, 2014

by Dave Jursik, Secretary

Call to order: 6:50 pm.

Attendees: Ron Runyan, Mark Sandifer, Bart Brush, Toby Deming, Jim Harper, Dave Jursik, Dave Valentine
Guests: John Purdy, Ian Sparkes, Mike Harvey, Kent Sisk
Minutes were previously approved and published in the October issue of Telltales.

Commodore's Report – Ron Runyan

The annual Board of Director's retreat, scheduled for January 17, will be led by the new commodore, Mark Sandifer. The purpose of this half day meeting is to define the WSC priorities for 2015 and to develop strategies for improvement in the most needed areas. The participants typically include current and past year board members to ensure continuity in planning and execution.

Vice Commodore's Report – Mark Sandifer

Mark reported that it is time to begin planning for the next harbor dredging. He has been tracking the historic low water levels as well as the rate of sediment build up and estimates that if a 10 year low water event occurs, the new sailing center could touch the bottom in 2-3 years. The current rate of infill is approximately 0.5 feet/year with a current depth (assuming 10 year low water level) of 5.0 feet and the draft of the new club house is 3 feet.

He has consulted with the Waverly Yacht Club who recently was approved to dredge using a vacuuming technique and to deposit the bottom material in Ross Island Lagoon. These are both critical to maintaining low cost and the precedent is a positive sign as WSC begins the planning process.

To facilitate the planning, Mark will form a dredging committee and has already reached out to the Oregon Yacht Club and other clubs nearby who have similar requirements to WSC. The hope is that by combining the needs and collaborating on contracting for sediment removal and disposal, that the overall project cost can be minimized.

Rear Commodore's Report – Bart Brush

Bart reported that the float construction for the sailing center is continuing on schedule. The construction committee will meet with the Steelhead Marine November 26 for a formal project review to assess progress against the plan. It is expected that Steelhead will provide an updated delivery date for the new sailing center, which requires both an enclosed structure (walls/doors/windows/roof) and suitable river conditions for the move. Overall, Bart reported that the contractor is very pleased with the quality of the initial cement pour for the float base and expects a positive review at the meeting.

Treasurer's Report – David Valentine for Joe Corvelli

Financials:

Term: January 1, 2014 – November 20, 2014

2014 (October / November) 2013

Total Checking / Savings

\$429,370.18 / \$441,946.66 \$630,600.43

Net Income

\$194,914.32 / \$207,446.73 \$338,753.84

The primary year to year variance is the 2013 sailing center donations which are reflected in this table as income.

Fleet Captain's Report – Toby Deming

Toby was pleased with the venue, staff and catering for the annual awards dinner and grateful for everyone's help in

making it a success.

He is currently working with Kent Sisk, the 2015 Fleet Captain, to ensure an orderly transition and will assist in planning to improve the racing in the coming season.

Port Captain – Jim Harper

Two work parties are scheduled for December 6 to replace the old Laser racks on the dock next to the Opti shed. The first will begin at 9am and will focus on removing the boats, removing the wooden racks and removing the rotten boards below the racks. The second work party starts at 12pm on December 6 and will focus on placing new boards down and building the metal racks fabricated by Everett Hobson. This is a big job and Jim would appreciate strong support from club members, especially the Laser sailors, to complete this needed upgrade to the facilities.

Secretary's Report – Dave Jursik

There were several changes to the membership in November.

Membership Resignations:

1. Julie & Heyward Stewart (Regular)
2. Gary Parr & Julie Polachek (Regular)
3. Scott Rawson (Regular)
4. Karen & John Wrenn (Regular)
5. Jacob Wolf (Youth)
6. Zane Youngren (Youth)
7. Grady Laas (Youth)
8. Isabela Doumbia (Youth)
9. Eva Harn (Youth)
10. Sarah Winchester-Arlow (Youth)
11. Hayden Rowley (Youth)
12. Logan Rowley (Youth)
13. Tess Creasy (Youth)

A motion was made, seconded and approved to accept the resignations.

Office Report – David Valentine

Operations:

Finalizing 2015 Schedule

Boat show preparations (Jan 7-11)

- Lido, Daysailor, and Opti set up
- Volunteer run, free admission to boat show
- 30+ volunteers needed, signup on website (no work hours)

Wild Turkey Regatta

- Saturday, December 13th
- Bar open, Potluck

Christmas Ships Party

- Saturday, December 20th
- Show down of the Celebrity Bartenders Ron Runyan & John Olsson (Lido vs Daysailor)
- Need potluck food volunteers

Holiday Office Hours

- Closed Thanksgiving Day and Friday
- Closed December 22 – January 2, 2015

Fall Youth Regatta – October 26

- John's Landing Champion – Alexa Ripple (Radial)
- Midshipmen Champion – Casey Pickett (Optimist)

Awards Banquet – November 1

- 103 Attended, record number for WSC
- Venue hosted at Gray Gables Estate
- Food provided by Cheryl's on 12th
- Silent and Live Auction

Steve's Memorial

- Estimated 200+ people in attendance
- 40+ WSC members donated to Steve's Memorial Fund (\$2,635 raised)
- Covered the expense of family's flights in full



- Lifejacket patches made in remembrance
- Remaining funds put towards a shadow box for his PFD
- Additional donations received by OYSF

Hospitality:

- Final Happy Hour Friday was on November 21st
- Winter series starts Sunday, February 15th. Will focus on bar snacks and bar services over food. OLCC required food options will be available if ordered, but not promoted. (PYC format).
- Regular Bar & Grill services to resume for Spring and Summer Series.

Upcoming Events:

- Laser Rack Work Party – December 6th
- Wild Turkey Regatta – December 13th
- Christmas Ships Party – December 20th
- Portland Boat Show – January 7-11th

Discussion:

Willamette Sailing Club Training Outpost - Columbia River, McCuddy's Marina

As reported in last month's minutes, the Board conceptually approved the Columbia River Training Facility at McCuddy's Marina and asked Dave Valentine to return with a more detailed assessment of the program offerings and related costs and income. In that review, David reported that the primary cost will be \$3000 for moorage of the dock and boats and that program income should cover that cost in 2015.

The purpose of this facility is to provide youth sailors with exposure to both a different venue and conditions as well as different types of sailboats. The goal is to continue to increase their interest and skills by providing expanded, in town, sailing opportunities. This facility will be an integral part of the youth program and was seen by the board as a significant enhancement of our current capabilities.

A motion was made and approved to allow the staff to proceed to implement this program in 2015.

The entire facility will be donated to WSC by the Oregon Youth Sailing Foundation who was granted the refurbished dock, new RIB and fleet of four 29ers by the Grealish family. Their vision and generous donation has made this new facility possible.

2015 National Sailing Programs Symposium – Jan. 21-24

- Caitie & Dave to attend
- 18 of 40 seminars selected
- Post presentation of topics learned at WSC – Invite CGRA, OYSF, VLSC, etc
- Funding from CC rewards, US Sailing, and OYSF
- Estimated cost \$3,330.00

Head Coach ad placed on Sail 1 Design

- Resumes coming in
- Approval of \$2,000 budget for airfare and lodging IF NEEDED for new head coach hire

Multnomah Athletic Club Grant

- \$1,000 for Community Sailing Fund

Julie Polacheck and Gary Parr Lido Donation

- Free use for members during Series Racing and Family Fridays
- Reserved for use by appointment through the office, \$20 fee

Information Technology Committee – John Purdy and Ian Sparkes

John and Ian provided an update on the project to enable the new sailing center with the appropriate computing, training and audio visual infrastructure to

support its planned usage. They detailed the equipment required to outfit the office, training rooms and common area on the second floor of the new sailing center. They also discussed the feasibility of migrating the existing infrastructure, all of which will be possible with minimal service disruptions.

The next step is to work with the construction committee to finalize the locations for audio/video equipment and to assess the power and connectivity requirements so that any changes to the current construction plans can be made prior to the start of the building construction.

Member of the month

Joanne Rannells is being recognized as the member of the month for her role in officiating the memorial service for Steve Williams.

New business

None.

Meeting adjourned 8:48 pm.

Lido Fleet Report

by Kathy Sandifer

Lido 14 is the "Fleet of the Year" at WSC for 2014!!! The Lido fleet was awarded the Fleet of the Year Trophy by Fleet Captain Toby Deming at this year's Awards Banquet. This is an honor for the Lidos and not entirely surprising considering how much our fleet has grown and how the interest in Lido racing has increased. Throughout the racing season we would routinely have 5-8 boats on the start line. Congratulations to all Lido sailors!

If the weather is going to keep us off the water for a spell, it's time to plan some parties. Kerry Poe, our Lido fleet champion, has offered to have an "End of the Season" Party at his house. This will be a pot-luck, BYOB on Wed December the 10th. Look for an email for more details. It will be fun to get together and celebrate a great year of Lido sailing. And remember if the weather clears just a little and you bundle up a lot, you will be surprised at how great a winter sail can be.

During the winter months, I would like to try something new and have different people contribute short articles on some aspect of Lido sailing. Mark has "volunteered" first and has some tips on how to winterize your boat.

Lido Winterization Tips

by Mark Sandifer

With all this cold weather some of us are looking to get our boats ready for the winter. There are a couple things to remember. Pull the boat up so there is 1 1/2 feet behind the stern so people can pass behind the boat (club rule). You also need to tie down your boat so during a big storm it will not come off the cradle. Simply screw eye-bolts into the dock on either side of your boat and tie the boat down with a strap. You should also make sure everything is off the floor. Water collects there and will make things funky. Push your rudder, tiller, sheets and stuff up under the foredeck (sorry 6000's). You should also pull the plug. Make sure your cover has ties that extend under the boat and really pull the cover taught and even. Lastly a bungee from shroud to shroud will keep the rigging from overworking itself all winter. Lidos are easy, 10 min of preparation and you're ready for the winter.





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CHRISTMAS SHIPS PARTY

L¹⁴

Featuring Celebrity Bartenders
Ron Runyan & John Olsson

DS



December 20th
Bar Opens at 4:00pm
Ships sail by at 5:15pm

Bring Potluck Appetizers & Desserts to Share
Featuring Drink Specials by Celebrity Bartenders
Bragging Rights for the Celebrity Bartender who
collects the most tips

And of course, enjoy watching the festive Christmas Ships sail by!