



Tell Tales

WILLAMETTE SAILING CLUB - WWW.WILLAMETTESAILINGCLUB.COM - FEBRUARY 2016



Telltales

Editor: Caitie Bryson
Committee: Dick Stokes
Marilyn Hodson
Steve Salas
Peter McMinn
Contributors: Dave Jursik
David Valentine
Judith Krimski
John Sturman
Kathy Sandifer
Steve Salas
Kerry Poe
Craig Daniels
Caitie Bryson
Susan Ellis
Peter Rummel
Layout and Design: Caitie Bryson
Cover Photo: a rock on the trail

Board of Directors

Commodore: Dave Jursik
Vice Commodore: Crickett Bittner
Rear Commodore: Mark Sandifer
Treasurer: Joseph Corvelli
Secretary: Susan Ellis
Fleet Captain: Rich Haslacher
Port Captain: Ken Perine

Club Manager

David Valentine

2015 Fleet Captains

Daysailer Fleet: Dick Stokes
Laser Fleet: John Sturman
Lido Fleet: Kathy Sandifer
Thistle Fleet: Philip Gordon

Contributions

We love getting submissions!
Please send articles and/or photographs to
WSTelltales@gmail.com no later than the
15th of the previous month.
Contact us for advertising rates:
Willamette Sailing Club
PO Box 69385
Portland OR 97239
503-246-5345
www.WillametteSailingClub.com

Willamette Sailing Club
is a proud participant in
the Oregon Clean Marina
Program.



Commodore's Corner

by Dave Jursik

It's 2016 and the new sailing season is almost upon us. January 1st was an exciting start to the year as a few Laser sailors braved the 20+ knot easterly gusts and 43 degree water temperature to welcome in the New Year. Our DaySailer colleagues joined in spirit with a nice stroll along the waterfront, no doubt smiling for being the wiser of the groups on that blustery day.

Sailing is a thrill for me no matter what boat I am in, no matter what the conditions or time of year. It's an avocation that has been a part of my life

since my father welcomed me aboard his new boat when I was a junior back in the 1960s. Whether your interest is recreational sailing in the NW, racing dinghies or cruising in keelboats, the planning, preparation and final realization of your personal goals are all a part of the process that engages us in our daily lives. For me, every day on the water is a good day.

As I look to 2016, I feel privileged to be a member of the Willamette Sailing Club and to be entrusted with a leadership role by the membership. This year, I will make a pledge, my new year's resolution. We will see a new club house in the harbor. It's going to happen. Dating back to February of 2013, again in February of 2014 and 2015, each of my esteemed predecessors wrote that they were hopeful for the same outcome. I am just the lucky guy that happens to be in the right place at the right time to be able to stand on the shoulders of these giants. Bart, Ron, and Mark have all made a significant investment in bringing in this project, as have countless other members, whether through direct engagement in some aspect of the project or through their financial and moral support. It's truly been a team effort for the entire club, and we will all have the opportunity to celebrate the successful completion this spring. Please see the Club House Construction Update article in this issue of TellTales.

The new club house will give us all a sense of shared accomplishment that is certain to be one of the defining elements of the club's second 50 years on the river. In 2016, the board's goal is to improve the value that members receive from the club, whether their interest is in social activities, recreational sailing or racing.

To enable this goal, each board member plays an important leadership role in the club. Crickett Bittner, as Vice Commodore, will lead our efforts to integrate new members and actively engage the current membership in club activities. Susan Ellis, as Secretary, will be working to improve all aspects of the club's communications with the members. Rich Haslacher is responsible for excellence in our racing programs and Ken Perine is literally doing the heavy lifting ensuring that our facilities are ship shape for the arrival of the new club house and our moorage plans will accommodate the needs of the members.

To better understand members' interests, the club launched a membership survey in early January. If you have not yet done so, please take a few minutes to complete the survey which will provide input that guides the board's action in 2016. We will formally review the results at the April General Membership Meeting. While I expect that WSC will continue to grow in 2016, I am pleased to declare victory on the "55 for 55" campaign that was initiated by the Office and driven by the battalions. We recruited 51 new regular and midshipman members as part of that program and if you count all of the new regular/midshipman members for 2015, we more than met the goal. Congratulations to everyone that played a part in this success!

A final thought: we are a member-driven club. Our vitality is based upon member involvement in the club's activities. I would ask each of you to look at some aspect of the club that you have passion for and reach out to one of the board members, or club staff, and get involved. Find one thing that you can contribute to make the WSC experience better for your fellow club members or for the broader sailing community. I am excited about the possibilities and can't wait for the warm weather to return when the river is full of sails and smiling faces.

Every day on the water is a good day. See you out there!



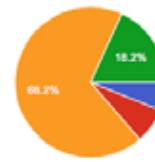
From the Manager

by David Valentine

Let's start the new year off with a recap on the 55th Brigade membership drive. In 2015, the board recognized a desire to increase our membership numbers in preparation for the arrival of the new sailing center. The 55th Brigade was implemented to use our own members to recruit new members, and many of you did! Although we did not meet our goal of recruiting 55 members in only 7 months, we came close with 51 new recruits from June 1 to December 31. That's a success in my book! These 55ers only include Regular and Midshipman members and they've all been a great addition to our sailing community. The uncontested winner of the 55th Brigade recruitment challenge is the DaySailer Battalion composed of Toby Deming, Dick Stokes, Cecily Gourley, Rich Haslacher, John Olsson, and Kent Wright. This Battalion recruited more members than the 4 other competing groups and were always willing to welcome prospective members to their Sail & Socials on Thursday evenings. I'd like to personally thank everyone who participated and made our club so welcoming to all of the new sailors who joined us in 2015. See the "Membership Numbers" chart to see where membership stands for the 2016 year.

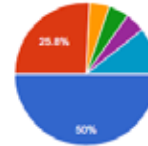


What type of membership do you have?



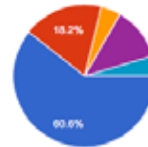
Youth	4	6.1%
Midshipman	5	7.6%
Regular	45	68.2%
Senior	12	18.2%
Associate	0	0%
Non-Resident	0	0%

What is your primary purpose for being a member of WSC?



Racing	33	50%
Recreational Sailing	17	25.8%
Moorage	3	4.5%
Learn to Sail	3	4.5%
Social	3	4.5%
Other	7	10.6%

How often do you use the club facilities during the active sailing seasons?



At least once a week	40	60.6%
At least once a month	12	18.2%
Racing events only	3	4.5%
Social events only	0	0%
Summer only	8	12.1%
Infrequently	3	4.5%

in the spring and we're hoping for another excellent summer of Learn to Sail. High School Sailing only has a few spots remaining and registration for Laser and Opti after school sailing are on the website. For those of you eager to register for camps, sign-up will be available on February 18th and registration to the public will launch March 1st. Racers will soon return for the winter racing series that starts on February 21st. We've made a list of club-run events for 2016 (page 5) and we want your help making them bigger and better than ever. We have a lot of talented members within our ranks, so if you would like to volunteer for any of the following positions please sign up by emailing me at manager@willamettesailingclub.com. This is a great way to strike those work hours off your account!

Speaking of events with fantastic volunteers, I hope you were able to join us for the Christmas Ships Party.



Dick Stokes and Mark Sandifer volunteered to be our celebrity bartenders for the last event of the year. Although the ships parade was canceled due to debris in the river, members showed up in full force with plenty of

delicious potluck dishes. The DaySailer Nightcap was infused with ginger to make an excellent Vodka Buck and the Lido Willamette Dredge was much more appetizing than its name suggested, a mulled wine with a laundry list of ingredients. The DaySailer drink special ousted the Lido concoction based on tips, bringing in \$176 for junior sailing. Here's a history of the challenge for bragging rights:

2014:

John Olsson - Davey Jone's Locker ****Winner****

Ron Runyan - Hot Buttered Rumyan

Total tips: \$279.50

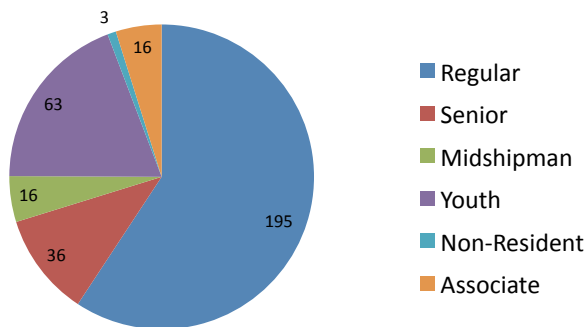
2015:

Dick Stokes - DaySailer Nightcap ***Winner***

Mark Sandifer - Willamette Dredge

Total tips: \$249.00

Membership Numbers- 329 Total



Now that we've satisfied our itch for recruiting new members, our sights are set on improving the membership experience for all WSC members. We're led by incoming Commodore Dave Jursik who has some great ideas about making this happen. Please take a moment to meet the 2016 Board of Directors on pages 12-13 and welcome newcomers Crickett Bittner, Susan Ellis, Ken Perine and Rich Haslacher. I'm sure you will see them around the club as the season picks up. Our direction for 2016 is largely based on the most recent member survey released on January 14th. Thank you to the 60+ members who completed the survey within the first 48 hours. If you missed it, please log into the membership section of the website for the survey link and the posted results. The log-in for the website is the gate code. Following in the next column are a few samples of who has participated. Make sure your group is not left out!

The office is busy planning away for the upcoming spring season. We have seven programs running concurrently



Building a Lifetime of Sportsmanship

By Judith Krimski

Reprinted from the Fall 2015 The Laser Sailor with permission from the International Laser Class Association, North American Region.

As the sailing moves from summer to fall I've been thinking a bit about sportsmanship. My good friend, Deborah Bennett Elfers, Fleet captain at Beverley Yacht Club, Marion MA and stellar Herreshoff 12 skipper, recently wrote a post entitled "Tiller Rage – Does It Impact Your Fleet's Racing?" in which she writes:

"Have you ever raced against someone who gets completely twisted up emotionally and seems incapable of moderating his or her anger and anxiety on the race course? Even to seasoned racers, this kind of behavior can be off-putting, to say the least. If left unchecked, it can damage the morale of the fleet, and can discourage newer sailors from participating. And, all too sadly for them, these anxious, angry skippers can have a very hard time keeping crew, and don't seem to understand why they find themselves having to recruit new victims every week."

Luckily for us Laser sailors we don't have to worry about new recruits. That said many of us have experienced the admonition, "Stay away from Bob. He's crazy!" Let's face it. We've all experienced moments when we feel like our anger gets the better of us. But why do some sailors let loose while others rein it in and keep sailing? Temperament definitely has a part in it. Knowledge of the rules? Probably. Eye on the bigger picture? Certainly. All these factors are part of the equation.

Dave Perry describes sportsmanship

It's an attitude of respect for the game, the rules, the people you're racing against and the officials. Respect means you go about your job of competing fairly within the rules and try your hardest to win, without doing anything that is unfair to others. Sometimes you'll win and sometimes you won't, but people will always have a good feeling about racing against you.

— Dave Perry

Setting the Right Tone

We all want to win. It's one of the reasons we compete. While society mostly defines winning as who comes in first we as individuals can and should define it for ourselves.

When my son Emmitt was in fourth grade he played on an intramural travel basketball team. It was an exciting season watching the boy's progress from fumbling around the court to executing coordinated fast breaks and defensive plays. In the end they "won" the championship and all was wonderful with the world. It's hard not to get caught up in the moment, treating the whole experience like the NBA finals. But underneath the revelry was the knowledge that all wasn't as wonderful as it seemed. The head coach, while being a real stickler for the fundamentals was a bit too focused on winning at all costs. The next season my son was asked to rejoin the team but declined. "Mom, I'd rather lose every basketball game than play for Coach again." Emmitt went on to play for another team, losing more games than winning but whenever we reminisce he always says, "I had the most fun ever with that team."

Components of a Healthy Fleet

Leadership

The next time you see your local fleet captain thank that person for all they do to keep the fleet organized and growing. Someone's got to send out the weekly emails detailing scores, cheerleading those who show up and

encouraging attendance. This spring I made the trek to Marblehead, MA to sail in the regular Sunday series. This fleet is a great example of a well-oiled machine and fleet organizer Tom Dailey ensures that is the case. The racing is competitive and the group is very supportive. At the end of the race day everyone gathers in the EYC boat yard for pizza and beer. Prizes are given out. When I received the Corinthian Award my first day I was hooked. Many sailors asked, "Are you coming back next week?" Absolutely!

Education

If you are new to sailing, despite how many times you've read the rules, it's hard to understand them unless you get on-the-water experience. Even top sailors don't know it all. This winter one of the best Master sailors in the world asked me, "Can you teach me Rule 18? I only know starboard and port." The truth is whether you are a seasoned racer or not, to really learn the rules, you need the context that racing provides. Along with that fleets should provide support for learning by discussing situations post-racing and holding organized sessions with knowledgeable peers.

Chill Out

In a perfect world we would all exhibit the highest level of sportsmanship—keeping calm as we raced around the course, taking our penalty turns when required, and declaring "Great race!" to a competitor who just beat us by inches. But as HUMANS we get angry, we have anxiety, and we feel pressure to win.

Go into competition with a healthy dose of humility. I like to say to myself, "It's only a stupid sailboat race." The reality is that we live in a culture where winning trumps playing. By playing I mean having fun.

Stuff happens. Just got port tacked at the windward mark? You probably did something similar to another sailor the week before. Instead of getting pissed off and spending half the downwind leg yelling at that person hail "Protest," and move on. Every moment you spend arguing takes focus off racing. Putting a mental block on the situation is actually faster.

Why is sportsmanship important?

Sailing is a game, a sport, and when you choose to play a sport what you're really saying is "Let's all start from an equal place and see who can do it better." When everyone is playing the same game, it's exciting and challenging. But when some people try to win without regard for the rules, that compromises the game. Since sportsmanship is about respecting the game, I think it's important to be a good sport; otherwise sailing won't be very pleasurable, and people will stop doing it.

— Dave Perry

Citizen vs. Consumer

When you join a fleet ask yourself are you a consumer or are you a citizen? Consumers have a "Do you know who I am?" mentality and a stick it to 'em attitude. He is on the racing highway announcing "Get out of my way or else." Gaining the advantage is all that matters and if you are in his way watch out.

Citizen sailors are contributing members of the group. They feel a sense of responsibility to have a positive impact. Citizens contribute in positive ways on and off the water.

Poor sportsmanship

Three things I see that reflect poor sportsmanship at regattas are the following:

- 1) *Not taking your penalty when you know you have infringed a rule;*
 - 2) *Lying (stretching the truth) in a protest hearing; and*
 - 3) *Acrimonious communication with other boats.*
- Regarding the last point, I don't mind hearing the word "Protest."*



Protesting is not poor sportsmanship because it's part of the game. But if you choose a tone of voice which is mean and nasty, that is unsportsmanlike and, in my opinion, unnecessary. If someone gets in your way, avoid a collision and protest. You don't have to yell at them in a way that makes them feel bad or stupid. They probably didn't try to foul you on purpose, so why treat them in a way that is disrespectful?

—Dave Perry

Pass it on

Several years ago while sailing the Buzzards Bay Regatta in the radial fleet (composed of about 99 teenagers and me) I experienced both bad sportsmanship and great sportsmanship in one race. After getting a great start and rounding the windward mark in first place I was overtaken by two youth sailors. We ended up entering the zone for the leeward mark clearly overlapped. I was in the middle. As I entered the zone I hailed the sailor outside me, "No room." As I gybed to round the mark said sailor also gybed and proceeded to collide with me. Luckily no one capsized but I ended falling to third place. I immediately hailed "Protest," but much to my chagrin the offender just kept sailing. After hailing this sailor several times with no response I harnessed my anger to focus on the last leg, passed both sailors back and won the race. Post-race the other sailor, who was inside at the leeward mark, sailed up to me. "Nice race Ma'am." What a great sport! Still I was left frustrated and wondering what made the other sailor think that fouling someone so blatantly and not taking the requisite turns was OK.

As parents, coaches and fellow sailors we need to be better stewards of the sport we love, taking the focus on winning at all costs and making time to teach youth sailors the rules and holding them accountable while setting up our rules discussions within the context of developing good sportsmanship habits and a better knowledge of the game. Gary Werden, coach of a local high school sailing team, is a stickler for the rules. He has made it his mission to integrate rules instruction into every practice and competition. Instead of viewing the rules as an inconvenience Gary's sailors see rules as integral to racing, giving them the ability to make better tactical decisions and sail clean races. In a recent regatta where the wind was shifting 45 degrees at the windward mark I entered the zone on starboard but was immediately hit by a windshift and had to tack to port to round the mark. As I got within one boatlength of the mark I was able to tack back to starboard but in the meantime Larry, one of Gary's sailors, entered the zone on starboard and immediately pointed out that he had rights over me (18.1a) because I had tacked in the zone. Although I was bummed out the coach in me thought "Way to go Larry."

Rules instruction for youth can be easily parsed out into small bits that incorporate short land-based lessons with racing time. Coaches acting as referees during practices to help sailors develop good habits and of course having sailors practice penalty turns so what seems like drudgery becomes a reliable skill.

The challenges of sailboat racing are many and let's face it things don't always go our way. As you sail around the course you have choices to make. Whether it's lack of skill, rules knowledge or awareness, sometimes you'll make the wrong choice or you're forced to make a choice you don't necessarily like. Are you going to let your emotions get the upper hand? Will you give in to "tiller rage?" Or will you be citizen sailor? Hopefully the latter. As Dave Perry says, "If you pass all your options through the "good ethics" filter, then everything will be great. But if you consider unsportsmanlike options, then you're going to get into trouble. The key is to keep making the right choices."

Volunteer Sign Up

Email David Valentine manager@willamettesailingclub.com if you'd like to help!

Website

Webmaster: John Purdy

Content:

Search Optimization:

New to Racing Regatta **NEW EVENT, date TBD**

Event Coordinator: Ben Cornett

Marketing / Communications:

Activities:

Food & Beverage:

Opening Day - April 17

Event Coordinator:

Marketing / Communications:

Activities:

Food & Beverage:

Sail a Small Boat Day - June 18

Event Coordinator:

Marketing / Communications:

Activities:

Food & Beverage:

Wooden Boat Festival - July 10

Event Coordinator:

Marketing / Communications:

Activities:

Food & Beverage:

Grant Proposals:

Al Morris Regatta - August 6-7

Event Coordinator: Allison Blakemore

Marketing / Communications:

Food & Beverage:

Pirates of the Willamette - August 13

Event Coordinator:

Marketing / Communications:

Activities:

Food & Beverage:

Wild Turkey Regatta - November 19

Event Coordinator:

Marketing / Communications:

Activities:

Food & Beverage:

Laser Fleet Report

by John Sturman

The year 2016 has arrived for the WSC Laser Fleet with many new things to enjoy. Laser sailors have the new Mark II sail to become accustomed to, along with new websites with trimming guides to discover and memorize. We may have some new reaching legs in our courses if the wind direction and Race Committee are so inclined. Check the course before each race! My recently arrived "The Laser Sailor" magazine, which I receive as an International Laser Class Association of North America (ILCA-NA) member, suggests that a new non-aluminum top section may become available this year also, reducing the old problem of bent and broken spars. There may be new wind shadows to overcome while launching near the new WSC Clubhouse. Finally, I hope to meet and sail with new participants in our competitive yet friendly Laser fleet. I'll see you on the water, as usual.



we deliver!

Happy
Valentine's
Day



503.719.5390
8215 SE 13TH AVENUE
WWW.SELLWOODFLOWERCO.COM

Club House Construction Update

by Dave Jursik

At the October general membership meeting, Mark Sandifer presented the construction plan which projected an early spring arrival. As you have noted in the previous issues of TellTales, the progress has been painfully slow. Thanks to the diligent efforts of the WSC Construction Committee I am now cautiously optimistic that we will see the new club house in the harbor this Spring. Why? During a site visit in early January, the plumbing rough-in was complete, the fire suppression and HVAC (heating) systems were being installed and by the time you read this, the electrical work will have been started. After that, it's insulation, sheet rock, trim, floors, electrical/plumbing fixture installation, paint and 100 other details. All of those tasks take time, but the critical thing is that they do not require new permits, it's all execution by our contractor and their subs. The Marks (Sandifer and Brown), Bart Brush and Jim Harper have agreed to stay on the job representing WSC through the final stages of the project, which should ensure that there is no disruption as we proceed. In next month's TellTales, we will publish the PERT (Program Evaluation and Review Technique) chart which will show the progression of the remaining tasks as the team of WSC, Colab, and Steelhead Marine close in on the finish.

Lido Fleet 25 Report

by Kathy Sandifer

It is wet and dreary outside but we can still start thinking about next summer's sailing. And the best place to start is with a party. The Winter Planning Party will be on Saturday, April 2nd. If anyone would like to volunteer their home, please let me know. It is pot luck and very casual so hosting is easy and I would be glad to help in any way.

The next thing to start thinking about is Nationals. This three-day regatta is open to any level sailor. Boats will be split into Gold and Silver fleets depending on their score after the first day of racing. The entry fee includes free camping and dinner Saturday night. It is a great experience to sail and socialize with so many other Lido sailors from all over the country. You can sign up with US Sailing Regatta Network. The official website address is <http://www.regattanetwork.com/event/11553>. The NOR is there and so is the Measurement Checklist. We will be helping you measure and certify your boats this spring.

Lastly, we will be holding a Racing 101 clinic on April 15th to help folks get ready for racing. So if you are new to racing or just want a refresher on some basic rules and strategies please come. Times will be announced later. In the meantime, try to stay warm and dry!

From the Lido Fleet 25 Measurer

by Steve Salas

If you have any interest in attending the Lido 14 Class Championships this summer be advised that you need (among other things):

- a class-eligible boat,
- an approved measurement certificate indicating that your boat is indeed class-eligible, and
- an Approved Measurer's Checklist (see the regatta document site) completed no earlier than June 1st.

Knowing that, I'd advise you look at the class by-laws document (Library section of lido14.com) and determine if there are any suspect modifications to your Lido carried out by either you or a previous owner. Also, do you have a previous measurement certificate? If modifications have been made since the certificate was issued, it might be time for a full re-measure.

How does all of this get done? Well, hopefully we can find a date shortly after June 1st to issue or re-issue any certificates and fill out everyone's checklist at a measuring "party". I won't lie, it takes some time, but with enough smart people to help your not-so-smart fleet measurer it should not be too painful. Again, please try to address any modifications before then so you are not scrambling in the short weeks between when we can start work on the checklist and the regatta. If in doubt about the legality of something, don't be afraid to ask a fleet member who speaks fluent Lido-ese.

Please give me a heads-up if you are thinking about attending the championships so I can get a handle on the measuring workload. And even if you are not going to the championships but are looking to get your boat measured, that's good info too, and I'll try to work you in at the same time if possible.

-Steve Salas, Fleet 25 Measurer
lido6053@yahoo.com



Stepping Up The Game

by Kerry Poe

Walking around the club these days, I can't help but notice that the docks are littered with kids. Some are trying a new adventure by learning how to sail, others are hanging



out with friends on sailboats, and some honing their racing skills. It brings back memories of my first sailing experience on those very same docks almost 40 years ago. Of course, I was mostly interested in getting girls out on my boat at first, but with a little guidance and gentle pushes by WSC members, I began developing into an Olympic campaigner and US Sailing Team member with Chris Bittner.

Youth sailing has come a long way at WSC. When I first started the club had a fleet of only 10 Pram dinghys. Classes were offered in the summer by volunteers. The younger kids were taught how to sail inside the turning basin, mostly playing bumper boats in the confined area, while the instructor and parents stood on the dock yelling orders. Older kids were allowed to venture out into the great open body of the Willamette River. There were no club boats for the older high school kids. We had to use whatever we could buy, borrow or steal such as Lasers, Coronado 15, Lido 14, Prindle, 505's and Laser II's. Our rag tag group of sailors seemed to always know when there was wind and would show up for impromptu races. One stormy day sitting in class, I became increasingly distracted by the howling wind. Since I was paying no attention in class I decided to skip out and go to the club. To my surprise I found three other truants doing the same thing. We became creative in our races. Once we started at the dock, raced downriver, round the floating dead cow, and back to the dock. Even with no formal program, many of us became lifelong sailors.

The turning point for me to become a better racer was when some of the adult Laser sailors started dragging me to the NW winter Laser circuit with regatta names as Frigid Digit, Blue Nose, and Frozen Assets. These winter races had between 60-100 Lasers, all before drysuits and good winter dingy gear. The Laser NW winter circuit was a breeding ground for the next generation of

sailing legends from the NW. This group represents at least 7 Olympic Medals and 15 World Championships in different classes. The one common theme among these great sailors, and most from around the World, is that they honed their skills in the Laser.

Once my competitive juices were flowing, I was a sponge trying to absorb whatever I could. I read every book on racing. I traveled to as many regattas as possible, and I practiced as much as I could. When I raced against other youths from around the country I begrudgingly watched the other kids getting coached. Since I did not have coaching, I figured I needed to work harder and be more disciplined in my approach to improve. I tracked my weaknesses and made plans on how to work on them. I learned that you don't need a coach to become a better sailor. If you want to improve, make a list of goals and a list on how to tackle your goals. Figure out how you are going to improve yourself and then work with a coach on your agenda.

Over time, I sailed many different boats learned new skills and raced against different sailors for more experience, but no matter how many other boats I sailed, I always raced a Laser. In a Laser you have more crowded starting and mark rounding practice than in any other class. To do well in a Laser you need to be able not only to see what is happening around you and up the course, but you also need to have the ability to plan a few moves ahead and have a good instinct of what other boats are about to do. The Laser not only helps you develop the ability to make quick tactical decisions, but to get your head out of the boat to see what's developing around you. In other fleets a sailor can get reasonably good by having good speed and boat handling, but once you get to the top of the fleet and are racing against the best in the class, it comes back to quick reactions and instincts that were developed in the Laser.

It's exciting to see how far WSC has come with its youth program. We currently have great coaching staff, a large variety of boats and many opportunities for our younger



sailors. But I want to encourage all our WSC youth who want to improve their game to get out and race Lasers whenever possible. Being self-guided and self-disciplined will enable you to make the best of your coaches and all the great opportunities provided by the club.



US Sailing Judge Certification

by Craig Daniels

This fall I was certified by US Sailing as a Judge, and it was a long and somewhat difficult process. In this article, I'll talk about what it takes to be a US Sailing Judge and why it appealed to me to pursue this path.

First though, what is a US Sailing Judge?

US Sailing states: "Judges are responsible for conducting protest and redress hearings when competitors believe there has been a breach of the rules. Judges also conduct arbitration hearings, enforce Rule 42 (Propulsion) on the water at fleet racing events and consult with organizers and race officers ahead of events to review race documents and procedures." I have done all of that on the way to being certified, and it is all clearly part of the job.

The reasons why I wanted to do this evolved and built over time so I can't exactly say when I made the actual decision to try for certification. But I do love sailing, and in particular, racing, which I have been doing since I was ten years old. Over the years I was on a protest committee now and then and so heard some protests. Either as a racer or as a jury member, I always loved figuring out the rules.

Five to seven years ago I volunteered to be part of a panel that was on call for all protests on the Columbia River. I immediately started hearing a lot of protests, gaining experience with the rules, and learning how to run a protest hearing.

The closest moment to an actual decision happened about four years ago. I knew that US Sailing had a judge training seminar and I wanted to go through it in order to learn the rules better. It is a weekend long and at the end of it, candidates take a test. Passing that test is part of the certification. I called around and the Seattle judge doing the training hadn't picked a venue yet, so I ended up hosting him here in Portland. A lot of us from Portland took the seminar together, and it was fun. I passed the test as did Eric Rimkus, who also became certified.

At that point, it was a fairly clear decision to try to become certified. I waited a year for US Sailing to help me. Nothing happened. Really, nothing. I needed a bunch of experience. Here is a list of what US Sailing wants, then I'll continue with my story.

There is a long list of requirements, especially personality traits a judge should exhibit. I am leaving all but one of those out of this article because the recommendations from current judges cover the traits, and the traits are more about one's personality than experience one needs. Here is the one that best encapsulates all of them:

"Judicial temperament: Be viewed by sailors and other judges as a person with judicial temperament: fair, act with integrity, respect the rights of others."



Here is the checklist of experience you need in order to submit an application:

- Have experience as an active racing sailor for at least three complete racing seasons in a position requiring on-the-water application of the racing rules (as skipper, tactician, watch captain, navigator or similar position). I had this.
- Attend a US Sailing Judges Seminar within the past four years applicable to the level of certification for which the applicant is applying. I had this.
- Have passed the US Sailing Judges Exam within four years of the date applicable to the level of certification the applicant is applying for. I had this although in the end I almost ran out of time.
- Be knowledgeable and experienced in the running of races. Have performed a major role with the on the water race management committees in at least four (4) U.S. events during the last four years. I had done this in the past but had no recent experience.
- Be an active member of protest committees for at least the last two (2) years and:
- Served on at least eight (8) protest committees within the last four years of which the applicant shall have chaired at least three hearings;
- Served on protest committees in at least three events in the US at regional or national level (the majority fleet racing);
- At least six (6) of the protest committees shall be at fleet racing events;
- Be highly recommended by three US Sailing Judges one of which shall be a US Sailing National Judge or a Canadian Yachting Association National Judge and the balance shall be US Sailing Judges or higher levels.

Items 4, 5, 6 were the items I had hoped for help with. But, it became clear that I needed to be the driving force.

Three years ago I decided to take matters into my own hands. I called folks in Southern California, where I grew up, and went down for Long Beach Race Week. It turned out that there were so many juries there, three panels, that I didn't get enough "work" to get a recommendation. That was my grand idea to get started but it didn't go anywhere. However, it did reinforce that I needed to take charge of the process. In fact, I needed to be fairly aggressive about it.

Two years ago, this process started paying off. The process went like this: call or email a judge I knew, get referred to a regatta that both needed more judges and had a judge that could recommend me, go to the regatta, meet new judges, ask, repeat. Eric Rimkus was certified and passed on the emailed requests for judges that he received. Jared Hickman, a judge from Seattle, became a supporter and helper, and passed on lots of information. Eventually, I knew the dates of most of the regattas from Victoria to Eugene that had judges attending who were qualified to write me a recommendation.

Summer 2014 started with an invitation from Royal Vancouver YC to be a judge at a major Laser regatta. I was able to hear several protests and receive training on rule 42 (propulsion) by some very experienced people. I made many new friends along the way and, I learned that being on the water with another judge was as fun and engaging as racing. At some level, for me, racing is about doing something fun on the water, and this was both fun and on the water. As I became more experienced at this, judging became more fun. And, as I got to know my fellow judges, worked with them at a second, and then third regatta, and so on, it became more



and more fun. As I realized that, my desire to be certified solidified.

The routine to gather the required experience and get the recommendations became second nature: Can I help at Whidbey Island Race Week? “Yes.” Ok, can I do some race committee work in Seattle on the way up? “Yes.” Once I was at Whidbey, I would ask what northwest events were on the schedule that I could also attend.

Finally, it snowballed. I had lots of chances for the right experience. In fact, by the end of 2014, I had everything I need except for my third, and final, recommendation.

Judges need to see one in enough hearings to feel comfortable writing a recommendation. One of the less obvious issues with getting certified is that the new alternative penalties are reducing the number of protests per regatta. This makes it difficult to hear enough protests in a regatta to get a recommendation. In fact, many of the large regattas I went to had no protests.

The summer of 2015 I focused on that one elusive final recommendation. Finally, CGRA, at Cascade Locks, hosted the Melges 24 Nationals. Eric Rimkus was Chief Judge and he suggested I invite a friend up from San Diego, Betty Sherman, who is a National Judge. I did. Surprisingly and thankfully, she said yes. The Melges 24 Nationals had a lot of “work.” Eric let me run all the panels until I had file a protest based on testimony we hear during a hearing. But I’d heard six or seven protests by then. I also had the interesting experience of strongly suggesting an angry competitor leave the protest room “right now.” All of this gave Betty plenty of information for writing a recommendation. She had evidence that I could run a hearing using the proper processes to get to a good conclusion, and she had a bit extra, evidence of dealing well with a difficult person.

Three months later when the Regional Area Judges met, I was certified. Whew. What a long strange trip it had been.

Along the way I met some wonderful people, who are now my friends, and I watched some truly lovely regattas. If I had known that would happen then I would have tried for certification sooner.

If anyone is interested in helping with protests, please seek me out. Also, there is one easier level of certification that is appropriate if you just want to help in the Portland area. I would be glad to talk to anyone about that too.

=====

Craig Daniels is a new member of WSC. He races a Cal 20 on the Columbia, and has started racing with the Lido 14 fleet at WSC, sometimes with his two daughters.

=====

For those readers who would like to understand the US Sailing Rules as they apply to racing, come join Eric Rimkus and myself in a rules discussion. We are hosting these reviews in the WSC Clubhouse on the second Wednesday of every month. We are currently going through April, and may continue based on interest. At our first discussion in January we had over 50 participants - What a great showing! Any level of rules knowledge is welcome, from beginners to experts. The meets start at 6:30pm, check for updates in Willamette Wind or simply flip to the back of Telltales for the calendar.

Nutrition for Sailors

by Caitie Bryson

In September, I began a two year Master of Science program studying nutrition at National College of National Medicine. I feel lucky to be able to pursue a degree in my first love, food, while continuing to work here at the sailing club. I’m even more lucky that my work and my education go hand-in-hand so well. After all, sailors are athletes and good nutrition is especially important for athletes.

Before you stop reading, fear not- I’m not going to tell you to stop eating hamburgers. As with most other things, moderation is key. A hamburger made from quality ingredients can even be a well-balanced meal for an athlete, but don’t take that as an invitation to eat hamburgers every night. As your doctor has surely told you, red meat is high in saturated fat and cholesterol, which can contribute to extra stress on your heart and blood vessels. But alas, this article is not about hamburgers.

With five days of sailing on Mission Bay and the Pacific Ocean ahead of me for Thistle Midwinters West, I have regatta food on my mind. What is the perfect breakfast to keep me and my teammates energized and fresh throughout the day? What are the best snacks to give us a burst of energy when the wind kicks up and we have to hike that pretty blue Thistle flat? Luckily (or maybe not) we’re at the mercy of the yacht club for dinner. One important thing to remember- don’t try unfamiliar foods on regatta day. It would be very uncomfortable to find out a new food doesn’t agree with your stomach while stuck on a boat.

Carbohydrates are easy energy to burn, but they burn quickly. It’s like when you’re building a fire, and you start with newspaper and kindling. The little bits go up in flame first, and the big logs slowly catch fire and burn for a long time. In this metaphor, protein and fats are the big logs. Therefore, to sustain an active athlete for hours at sea, you want to build a breakfast with a healthy dose of carbohydrates for quick energy, and paired with protein and healthy fats to sustain your blood sugar levels for hours. It is also critical that you remember to drink water or maybe a sports drink while in the boat for hours.

Here are some regatta day breakfast ideas:

- toast topped with avocado, scrambled or fried eggs, and a dash of hot sauce and sea salt
- oatmeal cooked with frozen blueberries and topped with plain (full-fat or 2% and unsweetened) Greek yogurt, nuts or nut butter, and cinnamon
- breakfast burrito with scrambled eggs, black beans, brown rice, avocado, and veggies
- bagel topped with scrambled eggs and veggies

Here are some regatta snack ideas:

- Kind bars (sugar plus protein and fat in the nuts)
- trail mix with dried fruits and nuts (my favorite is the Trader Joe’s one with mini peanut butter cups, almonds, cashews, and dried cherries)
- hummus with vegetables or crackers
- sliced fresh fruit with nut butter (I like the individual packets of nut butters by Wild Friends or Justin’s for on-the-water convenience)
- sandwich with protein (peanut butter and jelly or turkey with hummus, red peppers, and spinach)

If you’re interested in learning more about food and healthy eating, send me an email (willamettesailingclub@gmail.com). I may lead a class or two this spring, with enough interest.



Board of Directors Meeting Mintes

January 16th, 2016

by Secretary Susan Ellis

Call to Order at 10:00 AM

Attendees: Dave Jursik (Commodore), Mark Sandifer (Rear Commodore), Ron Runyan (departing Rear Commodore), Crickett Bittner (Vice Commodore), Joe Corvelli (Treasurer), Rich Haslacher (Fleet Captain), Ken Perine (Port Captain) Jim Harper (departing Port Captain), Susan Ellis (Secretary), Dave Valentine, WSC Manager

Minutes of previous meeting already approved and published in December issue of the Telltales.

Overview of Board member roles (Dave Jursik)

Dave asked each of the board members to focus on how to best add value to members' experience in the club in 2016. There is already a full schedule planned with the new club house adding both excitement and complexity to the year. **Several of the board members will play an expanded role in 2016:**

- Joe Corvelli is starting his third and final year as Treasurer. His guidance will be critical in ensuring that the club's finances remain stable as we assume the new costs incurred with the arrival of the new clubhouse.
- Mark Sandifer, as Rear Commodore, will support three major projects: board liaison to the Construction and Junior Sailing Committees and chair of the ongoing dredging project.
- Crickett Bittner, as Vice Commodore, will focus on the integration of new members and improving member experience and use of club.
- For the full Board, an objective is to increase the level of participation of all members in the club, whether new or long term.

New Clubhouse Status and Fleet Replacement Plan (Mark Sandifer)

While the 2015 clubhouse construction has been moving very slowly, most of the engineering and permitting roadblocks have been cleared. While there are many significant details to be resolved in the coming months, Mark is cautiously optimistic for spring delivery.

There was discussion over the course of 2015 about refreshing the 420 and FJ fleets. These club-owned boats are used by all of the programs and represent both a significant investment and a significant source of revenue for the club. Mark will lead the process to evaluate the club's overall needs and determine the best timing and method for replacement.

Financial Update (Joe Corvelli)

Term: January 1, 2015 – December 31, 2015 (YEAR END)

	November/ December
Total Checking / Savings	\$513,343.19 / \$522,898.91
Net Ordinary Income	\$234,710.94 / \$215,600.79

Total preliminary income for 2015 is \$627K compared to \$536K in 2014. The initiation and special assessment fees from the new member drive played a significant role in the increase. The projected net income of \$215,600

exceeds the \$58,100 budget due to the revenue increase referenced above and the lack of mortgage, insurance and property tax payments associated with the new clubhouse. The disposition of these funds will be made once the books formally close for 2015. Even with the new costs in 2016, the club's finances should be stable even assuming no net change in the membership base.

Two 2016 goals will be to implement a monthly budget to better manage the profit and loss and to review accounting options that will allow the club to more accurately assess the profitability of the various programs.

Racing Update (Rich Haslacher)

January 13 rules seminar had standing room only with 10-12 WSC members joined by keelboat racers from the Columbia River. Feedback suggested that a more basic Racing 101 seminar would be helpful to newer racers. This seminar was taught by Craig Daniels and Erik Rimkus, both US Sailing Certified judges.

Rich showed a four-page handout on racing by MAST called The Basic Sailboat Racing Rules All Racers Should Know. Will talk to author about putting this document on the web page and updating it to make it more interesting and interactive, especially for newer racers.

Saturday January 23 is the Night Captain orientation meeting run by Bill Symes. The goal of the meeting is to ensure quality and consistency in the Laser and Fleet racing and also to provide an opportunity for Night Captains to select their race committee members. There is also a need to develop more Night Captains and Rich will develop a plan, with the existing night and fleet captains, to identify prospective candidates and assign mentors to bring their skills up to a level where they can assume this new responsibility.

Facilities Projects (Ken Perine)

The boat house and the docks will be assessed for flotation requirements and Steelhead Marine will be consulted regarding this project. In addition, the club will assess the need, benefits and costs of replacing the main dock as part of the new clubhouse installation. All of the new utilities will be routed along this dock and now is the appropriate time to consider whether use and refurbishment of the current dock, or installing a new replacement makes best long term sense.

Other near term projects include replacing the sign board on Beaver Avenue, replacing the boat hoist near the south gate and determining the best use of the land beneath the current office once it is removed as a condition of the new club house installation.

Membership (Susan Ellis)

There were several changes to the membership that were reviewed and approved by the board. Dee Lockwood and Bill and Julie Young are all long term members that have made significant contributions to the club. The board agreed to forward a recommendation to the general membership, at the April meeting, to confer honorary memberships for 2016.

New Members:

1. Mae Guinn (Youth)
2. Jared Lathrop (Regular)



Membership Resignations:

1. Jude Venti (Youth)
2. John Moutos (Youth)
3. Kadison Roberts (Youth)
4. Kjel Pettenger-Willey (Youth)
5. Bill & Julie Young (Regular)
6. Dee Lockwood (Senior)
7. Dylan Wood (Midshipman)

Office Report (Dave Valentine)

Operations

- 55th Brigade Membership drive has come to a close. 51 eligible members recruited (43 Regular and eight Midshipman). Four members short of our goal. DaySailer Battalion lead by Dick Stokes is the winner of the Battalion challenge, recruiting the most members.
- New Member Orientation and Member Refresher course were successful, organized and run by Head Coach Peter Rummel.
- Christmas Ships Party was once again well attended, despite the Ships parade being canceled due to debris in the river. Dick Stokes won the Celebrity Bartender Challenge against Mark Sandifer, bringing in more tips with his DaySailer Nightcap (DaySailer: \$176 vs. Lido 14: \$73). Funds have been allocated to “Youth Program Contributions”.
- High School / Laser Holiday party raised \$1,801.87 after expenses towards boat replacement. Funds have been allocated to “High School Contributions”.
- High School Registration for Spring Sailing is up with 30 registrants so far. Program runs for 12 weeks and the first practice is on February 22nd. The following changes have been made:
 - Registration capped at 40 sailors
 - Practices run on Monday, Tuesday, and Wednesday. Sailors can opt to sail 3x per week if they want.
 - Program fee increase from \$225 to \$250 (HS Committee supports this increase).
- Kyle Eaton is stepping down from role as HS coach. Will continue to work with HS team at regattas and in an advisory role.
- Opti Beginner, Opti Race, and Laser Race registration will launch next week, each program runs for 12 weeks.
- Community Sailing will run for 8 weeks – working with Salvation Army and Neighborhood house, open to more partnerships.
- LTS Registration will launch March 1st and is complete on Regatta Network.
 - Penciled in \$5 per camp increase, to be evaluated compared to similar programs in the region
 - Minnows to change from 2 days to 3 days per week
 - New camp offering “Junior Big Boats” to utilize Columbia 21 Keel Boat (ages 8-12)
 - Youth Fleet offered as 11-week program
 - Youth Fleet moving to evening time slot 5-8pm. Will allow for better practice conditions (more wind) and racing with club Lasers (Monday) and Fleets (Wednesday).
 - 29er practice on the Columbia Monday and Wednesdays (5 to 8pm)
- 420s and Lasers being geared up for spring season. Peter Rummel ordering and replacing parts. To be

completed by the end of January.

- Club owned red laser to be sold at \$400. Not used and will generate moorage revenue with sale. Board approved sale of unused old laser with proceeds going to the sailboat reserve fund.
- 420 replacement sails still in progress. West Coast Sailing working with their supplier.
- Sail Cube / Opti Replacement still in progress. West Coast Sailing unable to give expected value for Optis so exploring alternate options.
- OYSF grant approved for purchase of new coaching rib.

Upcoming Events:

- January 23 – Night Captain and Safety Captain Training Meeting
- February 20-21 – Portlandia Cup Regatta
 - Hosted by WSC and PYC on the Columbia River. Open to all 1-design classes, youth and adult. Registration on the website.
- February 21 – Winter Series Racing begins, all fleets start at 1pm

Discussion:

Whalers #1 and #3 both need engine replacements. #1 was discovered with a marginal lower unit during a recent service. While \$4900 was budgeted in 2016 for engine replacement on Whaler #3, additional funding is needed to ensure that both boats are ready for service during the busy spring and summer seasons. The board approved an additional \$5000 which will give the office the flexibility of assessing their replacement options and if incremental funding is required, the need will be reviewed for approval at the general membership meeting in April.

The purchase of a suitable RIB to support the club's youth sailing programs was approved at the Awards Banquet with funding raised during the silent and live auctions. This RIB will support activities on the Willamette and Columbia Rivers as well as weekend traveling regattas for the youth sailors. It is planned to be housed at the Columbia River Outpost when not traveling which will provide good support for the Columbia sailing programs. Currently, the club has a smaller rib at the Columbia River Outpost that requires a motor replacement. The board agreed that it made better financial sense to invest the funds in a larger/higher quality rib than to repair the motor on the current RIB. The opportunity has come up to donate this RIB to a program in southern California who has the resources to repair or replace the motor and can make good use of the boat. The board approved this donation.

New business – Member Survey (Ron Runyan)

The Membership survey was launched Thursday January 14. 60+ members have responded so far. Most were regular/senior members. The results will be available in the member section of the WSC website and will be reviewed in detail in the April General Membership Meeting. One item where there was a clear consensus the need for a membership category for regular crew who do not own a boat. Susan Ellis will draft a new Bylaw, which will be discussed in April and will ultimately require membership approval to implement.

Dave J said we should gather feedback and take action based on the things we heard in this survey that were clearly worth acting on. Ron will write article for Telltales about this.

Meeting adjourned at 1:20 pm.



Meet the WSC Board of Directors

Commodore: Dave Jursik
commodore@willamettesailingclub.com



Dave started sailing as a 12-year-old on the Mississippi River in SE Minnesota. His family eventually moved their cruising boat to Lake Superior where they were one of less than 2 dozen sailing families in the soon to be named Apostle Islands National Lakeshore. After college, Dave began crewing on a J-24 where the racing bug really bit him. He progressed from the fore

deck duties to his own M-16 dinghy which he and his wife campaigned for several years in the Midwest. A move to Denver saw a short stint in a C-15 followed by a final move to Portland, raising a family, pursuing a career in corporate America and in 2012, a well deserved "retirement". With more time than brains, Dave jumped back in where he left off 25 years previously, bought a Laser and resumed racing. He is thrilled to be able to channel his passion for sailing and a drive to give back to the sailing community, into his role at Willamette Sailing Club.

Vice Commodore: Crickett Bittner
vicecommodore@willamettesailingclub.com



Crickett was born and raised here in the Portland area and grew up racing keelboats on the Columbia River with her family. In the 80's, her family had a Santana 20 that they raced on the Columbia and used to trailer to regattas at Fern Ridge Reservoir (Eugene) and Whiskeytown Lake (Redding, CA). In the early 90's she started dating her future husband, Chris, who introduced her to the world

of dinghy racing. Crickett and Chris were active in the Tasar fleet through the 90's – so much so, that they even eloped during the '96 Tasar World Championships (along with Tony Norris & Shelley Fluter). Nowadays, Crickett and Chris have two teens involved in the Youth Sailing program (Nicola and Tristan) and love that their passion for sailing is hereditary. The next few years are going to be an amazing time for WSC with the arrival of the new clubhouse. Crickett is really excited about getting more involved with the club by serving on the board and putting her experience and energy toward the benefit of our membership.

Rear Commodore: Mark Sandifer
rearcommodore@willamettesailingclub.com



I grew up in a sailing family in South Florida and the Caribbean. I raced with my parents until the age of 12 then moved to my own boat, a Mirror Dinghy (12' sloop) which I raced in the choppy but warm waters of Kingston Harbor, trying to stay out of the way of the Dragons. In college, I had a Prindle 16 that I sailed off the Florida coast and credit for attracting my wife Kathy. I sailed and raced

over the years at my parent club in the Florida Keys and other places but took a long hiatus from active racing while living in Japan, having kids (Austin and Elle), and just doing other stuff. In 2008, we joined WSC, where Kathy and I race our Lido 14. Our son, Austin, sails at Oregon State and our daughter, Elle, sails at WSC on the High School team.

Treasurer: Joseph Corvelli
treasurer@willamettesailingclub.com



My wife is convinced I have salt water in my veins; perhaps it will now be diluted by the fresh Willamette. I grew up on Long Island sailing an O'Day Javelin on the Great South Bay and cruising Long Island Sound on a San Juan 28. My love of boats drove me to study Naval Architecture and Marine Engineering and led to a career in the marine industry. I have worked in ship operations, custom

yacht building and shipyard management. I currently lead all shipbuilding for Vigor Industrial.

With my wife Jill and our three girls, we joined WSC in 2013. The girls sail and race Optis, and we plan to daysail as a family this season.



Meet the WSC Board of Directors

Secretary: Susan Ellis

secretary@willamettesailingclub.com



I've been sailing since I was 9 years old when my dad finished building his Brown design 25-foot trimaran. My family vacations were spent sailing around the islands off of Rhode Island and Massachusetts. While we were anchored in harbors, my sister and I tooted around in a little Whitehorse sailing dinghy. I learned then that there's nothing like the peace you feel being out on the water (well, at least when

it's not blowing a gale!). I moved to the west coast in 1984, and I had never sailed the waters on this side of the country until Brea Pike-Salas and Steve Salas invited me join them on their Lido 14. I loved it so much I bought my own and joined the club in 2009. It's been fun taking out family and friends. I've seen that this club is thriving in large part through the many volunteer hours of its members, and I'm looking forward to participating more actively as the board secretary.

Fleet Captain: Rich Haslacher

fleetcaptain@willamettesailingclub.com



I first experienced sailing at age six. Sheer terror! It was a rough day on San Francisco Bay. Next time, I loved it and have been on the water ever since. As a teen I spent summers teaching sailing on Huntington Lake in the Sierras. Then moved on to Tornado cats off the beach in Santa Cruz, and ocean sailing. I have a soft spot for old wooden keelboats and raced for years on the city front in San Francisco.

We took some time off, five years, and sailed an ancient old Dutch boat in the backwaters of Florida and then the backwaters of Europe before moving back to Oregon. Now I'm enjoying the thrill of dinghy sailing on the Willamette, and realized I have a lot to learn. I'm looking forward to helping run our racing programs and please feel free to let me know ways we can make it more fun.

Port Captain: Ken Perine

portcaptain@willamettesailingclub.com



I started sailing when I was 22 in Oceanside, CA. My boss asked me to crew on his Catalina 27 during the Oceanside Yacht Club's summer series and I was hooked. Eventually, I purchased a Catalina 22 and raced it in the Oceanside Yacht Club summer series a for a few years. I was a member of the Santa Margarita Sailing Club in Oceanside, CA and served as club secretary. I have owned

a Catalina 22, a small catamaran, a Sabot, a Banshee 13, and now I own a Capri 14.2. Since moving to Portland and finding WSC I have been helping out with the community sailing program and have helped many children experience the joy of sailing. I have been married to my high school sweetheart, Jenni, for 21 years and we have three amazing children ages 21, 19, and 16. I pastor the Salvation Army church on Sandy Blvd. in Portland. All of my family plays brass instruments, and we carol in our neighborhood every year. I play tuba in my church band, and I have marched in the Pasadena Tournament of Roses with the Salvation Army Tournament of Roses Band on ten different occasions. I also love to surf. I am a USMC veteran and a veteran of the Gulf war. I am honored to serve on the board of the Willamette Sailing Club, and I pray I will be able to continue on in the footsteps of those who have held the position of Port Captain in the past. I look forward to working with you all.



Junior Sailing Report

by Peter Rummel

Hello all, I hope everyone had a good winter break! Sorry for bringing some of the white fluffy stuff from the frozen tundra back with me.

As I am writing this the forecast for Minneapolis is -18 with a windchill down to -47 so I am glad to be back in a state that still has soft water for sailing. We are continuing our weekly Saturday 29er practices out on the Columbia river and the kids' skills are progressing nicely. Even though we only get one day



a week due to how early it gets dark, the kids are making the most of it. The support from the parents has been tremendous in getting this program started up and even members without kids in the program have been quick to help out. The sailors have especially enjoyed Kerry Poe volunteering his time to go over advanced sail shape and rig tune.

Moving forward in the year we have high school sailing starting in the middle of February. This is our busiest season for the high school team, with weekly travel regattas almost every weekend until May. Soon after that season wraps up we



are into summer, and the Northwest Youth Racing Circuit series starts. We have been able to make some scheduling changes this year that will allow the sailors to continue to practice 29ers at the Columbia outpost during the summer. All in all, the next eight months look quite exciting!

I spent quite a bit of my holiday break thinking about goals and the progression of Team Willamette for the upcoming year. We have just wrapped up a very successful year with many firsts for WSC in regards to youth sailing, and the future looks very promising. I have several goals for this season that I would like to see the sailors achieve, but instead of focusing on specific regattas or results I am going to go into the new year with the mentality of building on our current foundation of success.

I had a coach growing up who always said, "If you do the work you are supposed to do, the score will take care of itself." When I was a teenager I don't think I realized how much that applies to mental preparation versus nailing down your fundamentals. When it comes to sailing, I find it's far too easy to get caught up in the idea that a regatta is totally blown due to a single bad race. Instead of focusing on finding a good lane off the start, sailors start to concentrate on the result that they want, i.e. "I need a first to get back in this." Well, the only way to get that first is to step back and do all the things required to put you in that position. Taking that into a coaching perspective, I think the same applies to running practices: are we using this time effectively? What is our weakest area that needs to be targeted?

We are currently sailing at a high level and the kids have been more than eager to continue to put in work and improve every day, so I am very excited to see where this year takes us!



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6 29er Race 12:00
7	8	9	10 Racing Rules 6:30	11	12	13 29er Race 12:00
14	15 Telltales Submissions Due	16 HSP 4:00 Board Mtg 6:45	17 HSP 4:00	18	19	20 Portlandia Cup Regatta
21 Portlandia Cup Regatta Winter Series 1:00	22 HSP 4:00	23 HSP 4:00	24 HSP 4:00	25	26	27
28 Winter Series 1:00	29 HSP 4:00	February 2016				

March 2016		1	2	3	4	5
		Learn to Sail Registration Opens Online HSP 4:00	HSP 4:00			29er Race 12:00
6 Winter Series 1:00	7 HSP 4:00	8 HSP 4:00	9 HSP 4:00 Racing Rules 6:30	10	11	12 29er Race 12:00
13 Winter Series 1:00	14 HSP 4:00 ORace 4:00 Telltales Submissions Due	15 HSP 4:00 OGreen 4:00 LRace 4:00 Board Mtg 6:45	16 HSP 4:00 ORace 4:00	17 OGreen 4:00 LRace 4:00	18 ORace 4:00 OGreen 4:00	19
20 Winter Series 1:00	21 HSP 4:00 ORace 4:00	22 HSP 4:00 OGreen 4:00 LRace 4:00	23 HSP 4:00 ORace 4:00	24 OGreen 4:00 LRace 4:00	25 ORace 4:00 OGreen 4:00	26
27 No Racing Easter Sunday	28 HSP 4:00 ORace 4:00	29 HSP 4:00 OGreen 4:00 LRace 4:00	30 HSP 4:00 ORace 4:00	31 OGreen 4:00 LRace 4:00		

Lasers - Laser Series Racing | Fleets - Series Racing for all other Fleets
 LTS - Learn to Sail | Sail & Social - Thursday non-racing social potluck
 Adult LTS - Adult Learn to Sail Class | OGreen - Opti Green Fleet
 ORace - Opti Race Program | LRace - Youth Laser Race Team
 HSP - High School Race Program | CSP - Community Sailing Program





WILLAMETTE SAILING CLUB
P.O. Box 69385, Portland, OR 97239

CHANGE SERVICE REQUESTED

PRESORTED STANDARD
US POSTAGE
PAID
PORTLAND OR
PERMIT NO 244

PORTLANDIA CUP REGATTA

February 20-21, 2016

All one-design fleets welcome

Sailing will take place on the Columbia River

Register Online at <http://www.regattanetwork.com/event/11674>