



teletales

WILLAMETTE SAILING CLUB • WWW.WILLAMETTESAILINGCLUB.COM • NOVEMBER 2017

Telltales

Editor: Mitchell Burke

Committee: Dick Stokes
Marilyn Hodson
Steve Salas
Peter McMinn

Contributors: Crickett Bittner
David Valentine
John Sturman
Ben Cornett
Michael Cornew
Susan Ellis
Woody Blackford
Bill Symes
Craig Daniels

Layout and Design: Mitchell Burke

Cover Photo: Michael Cornew

Board of Directors

Commodore: Crickett Bittner
Vice Commodore: Toby Demming
Rear Commodore: Dave Jursik
Treasurer: Kevin Reynolds
Secretary: Susan Ellis
Fleet Captain: Rich Haslacher
Port Captain:

Club Manager

David Valentine

2017 Fleet Captains

Daysailer Fleet: John Olson
Ben Cornett
Laser Fleet: John Sturman
Lido Fleet: Ron Runyan
Thistle Fleet: Jim Harper

Contributions

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

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Commodore's Corner

by Crickett Bittner

I am pleased to report that in the month since my last article, momentum on the clubhouse has increased...with a bit of a hiccup that I will talk about in the third paragraph. The Construction Committee, which includes John Gridley, Chris Bittner, Dave Jursik, Toby Demming, Bart Brush and myself, continue to meet every week to update each other on progress. Every week, I am so impressed with the high level of motivation and organization of all these individuals. Be assured that this group wants to get the clubhouse done quickly and get it done right.

Chris Bittner and John Gridley have been meeting with subcontractors to acquire bids on the rest of the work and coordinate the schedule. We've been getting bids from contractors who have already worked on the project, and comparing them with bids from others. We've been compiling these bids so we have a clear understanding of our budget for completing this project. My December article will go into more depth on the solid numbers we shared at the October General Meeting.

The new water and sewer lines under the dock have been installed and hooked up to the clubhouse. The building will have sewer and water as soon as the macerator pump is installed. If you've been down to the club in the last week or two, you probably noticed that the float at the bottom of the new utility truss has wedged itself between the piling and the dock. As a result, the bottom of the truss has partly broken free from the float. We are currently working with the builder and the engineer on a modified design so this will not happen the next time we have low water levels. Being unable to run the remaining utility lines down the truss until it is fixed is causing a major delay. We hope to have a resolution to this quickly so we can continue to move forward.

All of you have been so patient and supportive over the last few years and you deserve a first-hand account of our current progress at the General Meeting. Thank you to everyone who was able to make it., If you weren't able to, you can find the PowerPoint presentation in the membership area on the WSC website.



2016 Wild Turkey Winners - Kristin Cohen, Matt Cruiser, and Ashley Lund - Colonel Mustard





From the Manager

by Dave Valentine

As daylight savings is over and the fall season is coming to an end, the river will become a much quieter place. The water level is rising and we see more debris floating its way down to the Columbia each day. However, don't drop that mast just yet! Now that the youth sailing programs are ending, the creative juices are flowing in order to plan some great off-season sailing and social events.

Save the date for the Wild Turkey un-Regatta (November 18) and the WSC Annual Awards Banquet (December 2). Stay tuned to Willamette Wind for updates on new events this winter, which will include a women's sailing event and a white fleet event for novice to intermediate sailors.

Last year, our Wild Turkey un-Regatta was coordinated by Shannon Clune and Jim Harper, who are returning to host the event by popular demand. Fried turkeys, Oreos, Nutter Butters and over 20 boats battling it out on the water to earn as many points as possible make this a fantastic event. How do you earn points at an un-Regatta? You scoop up the most oranges, watermelons, and novelty themed rubber ducks as possible. Some boats even picked some trash out of the river, which of course earned them some good Samaritan points as well. I don't know what their strategy was, but the winner of the 2016 Wild Turkey Perpetual Trophy was Matthew "Cruiser" Cohen in Colonel Mustard. I have heard reports he has been in training to defend his title, and to keep the Wild Turkey Trophy on his living room mantelpiece for another year (pictured on the right). Show up to WSC rigged and ready at noon. Every class of sailboat is invited to participate, and the club 420s are available as well. There will be a potluck Thanksgiving feast after sailing around 4:00pm. Please bring a dish to share and of course fried turkey will be provided!



The largest party of the year is also approaching, which we're very excited for. Our Annual Awards Banquet is scheduled for December 2 and will be hosted at Portland Yacht Club. Last year we had about 120 members join in on the celebration. It is a great opportunity to catch up with your sailing friends and enjoy a wonderful meal at PYC's beautiful clubhouse. Please RSVP through Willamette Wind or on the WSC website. Tickets are \$35 for adults and \$25 for youth members, all WSC members are encouraged to join! We'll be celebrating our club's racing champions, our wonderful volunteers, and voting on the 2018 Board of Directors. As we say each year--Dress to impress!

2017 Awards

Winter Series

- Laser
- 1st John Sturman
- 2nd Dave Jursik
- 3rd Bill Symes
- 4th Mike Rees



Spring Series

- Laser
- 1st Bill Symes
- 2nd Dave Sexton
- 3rd John Purdy
- 4th Grant Gridley
- 5th Michael Rees
- DaySailer
- 1st John Olsson
- 2nd Toby Deming
- Lido
- 1st Tim Mulvaney
- 2nd Kerry Poe
- 3rd Ron Runyan
- 4th Mark Sandifer
- Thistle
- 1st Kent Sisk
- 2nd Dave Sexton
- 3rd Grant Gridley

Summer I

- Laser
- 1st Bill Symes
- 2nd John Purdy
- 3rd Dave Jursik
- 4th Tim Mulvaney
- 5th Woody Blackford
- DaySailer
- 1st Rich Haslacher
- 2nd John Olsson
- Lido
- 1st Tim Mulvaney
- 2nd Kerry Poe
- 3rd Ron Runyan
- 4th Chris Bitner
- 5th Geoff Fanning
- Thistle
- 1st Oscar Barney
- 2nd Darrel Peck
- 3rd Kent Sisk

Summer II

- Laser
- 1st Bill Symes
- 2nd John Purdy
- 3rd Rob Hodson
- 4th Michael Rees
- 5th John Sturman
- DaySailer
- 1st Toby Deming
- 2nd Rory Ranyard
- Lido
- 1st Kerry Poe
- 2nd Mark Sandifer
- 3rd Ron Runyan
- Thistle
- 1st Oscar Barney
- 2nd Darrel Peck
- 3rd Michael Rees

Fall

- Laser
- 1st John Purdy
- 2nd Ollie Kunz
- 3rd Dave Jursik
- 4th Bill Symes
- 5th John Sturman
- DaySailer
- 1st John Olsson
- 2nd Rory Banyard
- Lido
- 1st Tim Mulvaney
- 2nd Geoff Fanning
- 3rd John McCoy
- Thistle
- 1st Jim Harper
- 2nd Oscar Barney



Laser Fleet Report

by John Sturman

I will pick up where I left off in last month's article. Bill Symes not only represented WSC at the Laser Masters Worlds in Croatia, but he won the Radial Great Grand Masters title! Congratulations Bill on the resounding victory!

The WSC fleet had an interesting Kinetics Rule 42 lesson from Craig Daniels last month. Craig umpired the Laser North Americans this summer and informed us how they were calling the kinetics. Before the start, the umpires had zero tolerance for sculling down beyond a close-hauled course or 'crabbing' where they immediately whistled penalties. At the starting signal, only one healthy rock to flatten the boat and accelerate was permitted. Roll tack issues were negligible because there was too much wind for any illegal exit speed situations. During downwind legs the umpires would debate and log boats seen rocking more than the 'background rolling' that is easily visible from astern of a group before protesting. Craig expects noticeable waves or a motorboat wake to be present for S-turning behavior to be judged as legal, not tiny ripples. The judges monitored leech flicking on reaches and whistled but did not protest mark contact. Only 20 percent of the calls were questioned afterward, implying that sailors are aware they are pushing the limits and sometimes crossing the limits.

The Fall series had more sunshine than wind during October, although we had races on 6 of the 7 Sundays and the scores remained tight up to the final day of racing. John Purdy took the series with Ollie Kunz and Dave Jursik joining him on the podium. Remember that the Turkey Bowl in Seattle, Nov 18-19, provides one more chance to race during 2017. I'll see you on the water.



Daysailer Fleet Report

by Ben Cornett

October brought bright sunny days and some disappointing winds for Sunday afternoon racing. By the last race of the season, several boats were caught in the strong Willamette currents and could not get away. The racing season was up and down for the Daysailer fleet this fall, but morale and sociability remained high. After the final race, it looked as if Rory Banyard did not manage to snatch a first-place victory from John Olsson. Better luck next spring!

The Thursday evening of October 5 was a full moon under clear skies. With warm weather and light breeze in the forecast, several of the Sail and Social regulars committed to make an evening of it. Boats were outfitted with proper lighting, and several people gathered under the dock tent for a la carte dinner and moon viewing. Hopes remained high for an evening sail, but the winds did not cooperate. After darkness settled over the river, we all sat and watched the big yellow moon rise over Ross Island. It made for a memorable night that will definitely be repeated in future seasons.



Laser Masters Recap

by Bill Symes

LauraLee and I just returned to planet earth from one of the most dramatic sailing venues I've experienced in more than half a century of sailing, the Croatian coast. Split, Croatia's second largest city and site of the 2017 Laser Standard Men's and Masters World Championships, rises up from the remains of a 3rd century Roman emperor's palace against a towering backdrop of granite cliffs, facing a cobalt sea and a string of islands surrounded, even in October, by swarms of white sails. Very cool.

We arrived as the guys from the just completed Standard Men's Worlds (that's the one for the younger, fitter, full-time sailing crowd) were leaving town, and the city was gearing up for the onslaught of 350 Laser "masters" (minimum age: 35; maximum age: unlimited), their significant others and assorted entourages. We were greeted with a gala opening ceremony on the city's waterfront promenade – the Riva – complete with welcome speeches by the mayor and various local and Laser Class grandees, live performances by folkloric singers, a really loud audio visual spectacle, and vast quantities of food and beverage (the first of many).

Unfortunately, the wind in Split turned out to be less robust than the hospitality. We settled into a daily routine of waiting all morning for the offshore breeze to die, then waiting all afternoon for the sea breeze to fill in. The first two days it never did. Racing finally got underway on day three, with each fleet completing three races in light-moderate conditions. The pecking order quickly emerged, with the usual suspects topping the leader board in most divisions.

In the 62-boat Radial Great Grandmasters fleet (65+), I ended the day with finishes of 4-1-16, leaving me in third place behind a couple of Australians, current world champion Rob Lowndes and former world champion Kerry Waraker. Day four produced enough wind for two more races and a 4-1 score line. More importantly, I was able to drop the 16th, which boosted me into second, two points shy of the lead. The next day, on a dying breeze and shortened course, I managed a third bullet and moved into a three-point lead.

The forecast for the next couple of days was for no wind and, sure enough, after drifting around for 3 hours on day six, we were sent in without a race. Now the regatta was mine to lose – another abandoned race on the final day would not have been entirely unwelcome. But the race committee was determined, and they sent us out at noon to wait on the water while they prayed for wind. Their prayers were answered at 2:55 pm, five minutes before the deadline for last warning gun. We took off in an 8-knot breeze, and despite my initial anxiety and a mediocre start, the force was now with me, and I was able to work through the fleet and take the race and the championship.

Laser Masters Worlds is like an annual reunion with several hundred of your best sailing buddies, always in some wonderful place you'd have never thought to visit otherwise. For masters, the après sailing revelry is just as important as the on-the-water action. Not that the racing isn't serious business; the field always includes several former world champions and Olympic medalists, and there are no slackers at the front of the fleet. There's a bumper sticker for Laser masters that says "Cheat the nursing home. Die on your Laser," and these guys are living it. I can't think of a better way to go.

I feel very fortunate to live in a place where 20+ Laser sailors show up to race every week. There are very few clubs in the world that can boast the quality of Laser racing we enjoy at WSC. Nothing like a summer of Monday night sprints on the Willamette to help an old man sharpen up for the big regatta. Thanks WSC Lasers!

(For a full regatta report and results, go to laserinternational.org. For Laser geeks interested in the more technical aspects of the racing, check out an upcoming article in Doug Peckover's blog *Improper Course*.)



WSC Annual Awards Banquet

Join us for Willamette Sailing Club's biggest
party of the year

Live and silent auction hosted by Oregon
Youth Sailing Foundation

Dress to impress!

DECEMBER

02

Portland Yacht Club
Please RSVP Online
WillametteSailingClub.com

5:30

PM



Oregon Youth Sailing Foundation Fundraising

by Woody Blackford

As you would have read in Dave's article, the WSC Awards Banquet will be hosted at Portland Yacht Club on December 2nd. Oregon Youth Sailing Foundation (OYSF) will be hosting a live and silent auction during this party to help raise funds for our "Sailing is Sustainable" capital campaign. Many of you know that OYSF has been working towards raising funds to help programs throughout Oregon replace their aging sailing fleets. WSC's sailing fleet is just one program which is in need of new boats, so we're here to help! There are three ways which you can help us achieve this goal:

1. Simply shop at the Columbia Employee Store between the dates of November 1 and December 3. Included in this edition of Telltales is a pass to the Columbia Sportswear employee store. By using one of our passes, 10% of your entire purchase will be donated to Oregon Youth Sailing Foundation to raise funds for fleet replacement. The Columbia Employee store is located at 14100 NW Science Park Drive and they have 1/2 off prices on Columbia, Sorel, Mountain Hardware, and Prana. You'll find general apparel, shoes, tents, camping gear... pretty much everything you need to stay warm while sailing, skiing, or camping. You need to have a pass to get inside the store. If you'd like more passes to distribute contact Dave in the office and he'll get you as many as you want ASAP.

We would like to really maximize the funds we raise with this round of passes, so buy yourself something warm and dry!

2. Donate an item, service, or vacation rental to our Live and Silent Auction Fundraiser on December 2nd. This is WSC's largest party of the year with more than 100 members attending. Oregon Youth Sailing Foundation will be hosting a live and silent auction at this event, and the proceeds go to fleet replacement. Some examples of items that have already been donated include:

Sailing Gear

Bend Ski Home (3 bedrooms, 3 days)

Private Flight around Oregon for up to 2 people

Chartered Sailing Trip aboard a Capri 26 in Florida (airfare included for up to 4 people)

Yeti Gear and Coolers

Baked goods

Moscow Mule set

Beer, wine, and spirits

Hobie Kayak

and much more.

If you'd like to contribute an item or service to the auction, it is tax deductible.

3. If you're looking for an end of year tax donation, please consider Oregon Youth Sailing Foundation. Donations can be marked for the "Sailing is Sustainable" fundraiser, and your donation will be used to replace the double-handed fleet at Willamette Sailing Club and other programs throughout Oregon. Donations can be made through our new and improved website: www.OregonYouthSailing.org

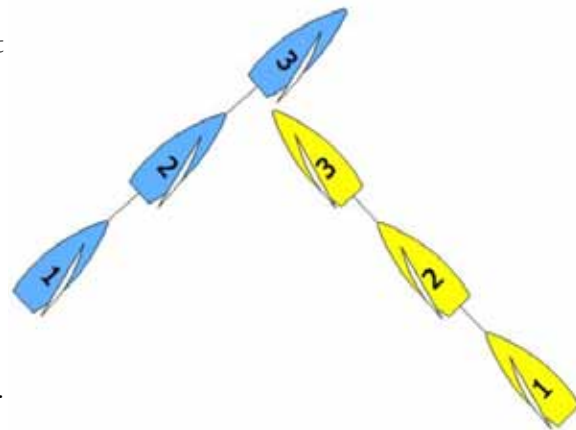


Rules of the Road

by Craig Daniels

Recently the Laser fleet was discussing upwind port-starboard crossings, so I thought it would be good to take a closer look at those crossings. Consider the illustration to the right.

If you were blue, is it too close? What about if you were yellow? What if you were in a Laser? What if you were in a Thistle? What if you were in a 40 foot keelboat? What if the other boat was a new sailor? What if the other boat was your fleet champion? What if there were 6 kts of wind? What if there were 17 kts of wind? I hope your answers varied in the different situations. Here are two pertinent rules and a World Sailing case. The first rule is the one that should immediately come to mind.



10 ON OPPOSITE TACKS: When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.

The italicized words are definitions in the rule book. Please read the definitions in your rulebook so you know exactly what the definitions mean. Here is the keep clear definition:

KEEP CLEAR: A boat keeps clear of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and...

The takeaway from this is that the port-tack boat needs to sail in such a way that it is not necessary for the right-of-way boat to alter course to avoid her.

There is a bit more information about this type of crossing, though. This situation occurs frequently enough that World Sailing has published a case on this situation. In the following case, S means the starboard-tack boat and P means the port-tack boat.

World Sailing Case 50: When a protest committee finds that in a port-starboard incident, S did not change course and that there was not a genuine and reasonable apprehension of collision on the part of S, it should dismiss her protest. When the committee finds that S did change course and that there was reasonable doubt that P could have crossed ahead of S if S had not changed course, then P should be disqualified.

There is much more to read, but the above synopsis is sufficient for this discussion.

The implication is that a port-tack boat should lose a protest if the starboard-tack boat changed course and had a reasonable apprehension of a collision. The really important point here is that it DOES NOT MATTER if the port-tack boat thinks it can cross. What does matter is what the starboard-tack boat's skipper thinks and did. It is the starboard-tack boat's "reasonable apprehension" that is the test.

I will add here that if, for instance, you are both in Lasers and there is a boat-length of separation at the closest point, then the starboard-tack skipper should not feel reasonable apprehension. I don't want to spend time on that in this article. This article is about close crossings.

What should you do when the starboard-tack boat says, "protest", or, "you were too close", or if that boat clearly bore off? The right thing to do is to take the appropriate number of penalty turns.

We have a rule stressing that. It is one most folks don't read but it is very important.

2 FAIR SAILING: A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play...

This is what we want for our sport. And, it means taking a penalty turn(s) when you are in the wrong. It does not mean that you don't need to take turns if the other boat doesn't say anything.

Getting back to our drawing, I would say that the crossing is too close. It is technically true that the port-tack boat kept clear but out on the water, that is so close that you really wouldn't know that you are keeping clear. Therefore, starboard would have a "reasonable apprehension of collision" and if they altered course and protested and port did not do turns, the protest committee would likely DSQ port.

I will end with something that I hear a lot when I observe these type of crossings. I hear port say, "hold your course." If you are a skipper that does that, be aware that those words have no meaning under the rules. The other skipper is not obligated to do that. I also hear, "tack or cross." This requires no answer and also creates no obligation.

Craig Daniels
US Sailing National Judge



High School Team Trick or Treating

photos by Michael Cornew



October Board Minutes

by Susan Ellis

Call to Order at 6:45 pm

Attendees: Crickett Bittner (Commodore), Dave Jursik (Rear Commodore), Toby Deming (Vice Commodore), Kevin Reynolds (Treasurer), Rich Haslach (Fleet Captain), Susan Ellis (Secretary), Dave Valentine (WSC Manager), Michael Cornew (WSC Head Coach); Jeffrey Sher (Interim Port Captain)

Minutes of the September board meeting were approved and published in the October telltales.

Clubhouse Update (Crickett)

John Gridley and Chris Bittner continue to oversee this work and ensure the final tasks are completed. Additional required permits for the clubhouse access ramps have been submitted and are under review by City staff.

Racing Update (Rich)

The Fall series is almost over. Strategizing different options for Race Committee next year so responsibilities are more evenly shared. Confirmed that both Race Committee and Safety boat workers get one work hour for the shift. Looking ahead to Al Morris and communicating with Pacific Power and their vendor to ensure next year meets all camp regulations. Will look for at least two members to coordinate this (one for camping and one for cooking). Hope to get the group site AND individual sites. Portland Yacht Club will again host the Awards Banquet on December 2nd. Oregon Youth Sailing Foundation will hold a silent auction fundraiser and is looking for donations of services or merchandise. OYSF is non-profit so donors can claim tax exemption.

Financial Update (Kevin)

Kevin shared financial information and discussed the 2018 budget to be presented at the General Membership meeting on October 26th. The October Telltales included this proposed budget to be voted on at that meeting. The clubhouse costs and coverage will also be presented at this meeting. Drawing on additional funds available in the existing construction loan should be able to cover some additional unexpected construction costs for the permitting, ramps, sewer and electric, and miscellaneous items.

2018 Board (Crickett)

There are openings for Vice-Commodore, Secretary and Port Captain and so far three members have expressed interest in these jobs. New board members will be inducted at the Awards Banquet on December 2nd.

General Membership Meeting on October 26th (Board)

Board discussed line up and responsibilities for this meeting

Membership Changes (Susan)

Membership Requests:

1. David Haven (Regular)
2. Amanda Risser (Regular)
3. Everett McAvoy (Youth)
4. Evan Owens (Youth)

Membership Resignations:

1. Scot MaClean (Regular)
2. Matthew McCann (Regular)
3. Ben Crowley (Regular)
4. Jan Risser (Regular)
5. Graeme Thomson (Regular)
6. Laurie Lockert (Regular)
7. Kai Fuhrmann (Associate)
8. Abigail Thompson (Midshipman)
9. Olivia Weissflog (Youth)

Membership Change Requests:

1. Andrew Mathe (Regular to Associate)
2. Matt Morrison (Regular to Associate)

Board voted to approve all membership changes but one.

Office Report (Dave V)

Operations

- Club Championship Completed. 1 race in light conditions. Won by Kent Sisk and Ashley Lund representing the Thistle Fleet in the Daysailer.
- Fall programs ending on November 2.
- Reed College PE class is complete.
- Adult Sailing classes are done for the year.
- WSC Annual Awards Banquet to be hosted at PYC on December 2. Working on a large Silent & Live Auction. Goal is to raise \$10k.
- OYSF providing employee store passes for fleet replacement fundraiser November – December.

Upcoming Events

- October 26 – General Membership Meeting
- November 18 – Wild Turkey Un-Regatta
- December 2 – WSC Awards Banquet

Financials

Term: January 1, 2017 – September 30, 2017

	September, 2016	September, 2017
Total Checking / Savings	\$559,385	\$625,374
Net Ordinary Income	\$133,448	\$128,666

Discussion

1. WSC Coach / OYSF Director candidate: Matthew Berger
2. WSC Winter Events:
 - a. White Fleet event
 - b. Women's event
3. Member of the Year to be discussed at the next board meeting
4. Members of the Month: Rachel Orendurff Johnson & John Beaumeister for general club beautification & for fixing the latch on the women's restroom. Thank you!!



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
November 2017			1 HSP 4:00pm ORace & Green 4:00pm	2 HSP 4:00pm	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18 Wild Turkey Regatta
19	20	21 Board Meeting 6:45	22 Telltale Articles Due	23 Thanksgiving Office Closed	24 Office Closed	25
26	27	28	29	30		

December 2017					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19 Board Meeting 6:45	20	21	22 Telltale Articles Due	23
24	25 Christmas Day Office Closed	26 Office Closed	27 Office Closed	28 Office Closed	29 Office Closed	30
31						

HSP - High School Race Program | ORace & Green - Opti Race & Green Program





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

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*2017 Wild Turkey
Portland's Premier UnRegatta
November 18th
Report Time 12pm*

