



telltales

WILLAMETTE SAILING CLUB • WWW.WILLAMETTESAILINGCLUB.COM • APRIL 2018



Telltales

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Laser Fleet:	John Sturman
Lido Fleet:	Geoff Fanning
Thistle Fleet:	Jim Harper

Contributions

We love getting submissions! Please send articles and/ or photographs to director@willamettesailingclub.com no later than the 15th of the previous month.

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Willamette Sailing Club is a proud participant in the



Commodore's Corner

by Toby Deming

By the time you read this, Spring sailing will have started, and the Commodore's Party will be history. We will have a new Club Manager and hopefully temporary occupancy permits approved for the clubhouse.

As a member of our club, I am constantly reminded of all the good people we are surrounded by and what a great community we have worked so hard to build. Our club is getting out, literally, into the world. As we travel to all these other venues, we need to wear our colors and be proud. We should also make extra efforts to support the sailing communities close to us in the Gorge, Seattle, and Eugene.

Personally, I have a fond spot in my heart for the Eugene Yacht Club. They are a great group of people, it's a beautiful venue, and they put on excellent regattas. They are a family oriented group where everyone is welcome. We should support them when we can. Many of us are already planning on the Memorial Day Regatta in Eugene. Come join us!

We also have two great opportunities to showcase WSC ourselves: One is the Steve Williams Memorial (June 23-24), and the second is the Al Morris Regatta (August 4-5). This year's Steve Williams Memorial will be open to all fleets. I strongly encourage all fleets to invite surrounding clubs to join us. The Daysailers fleet is offering free lodging in our homes to any out-of-area participants.

One final thing: please be sure to read through the club house policies on page 10. We will discuss these at the April General Membership Meeting on April 26th.

Get out, sail hard, sail often, and be kind to your neighbors on and off the water!

All for now.

A Word From our Port Captain

by Jeffrey Sher

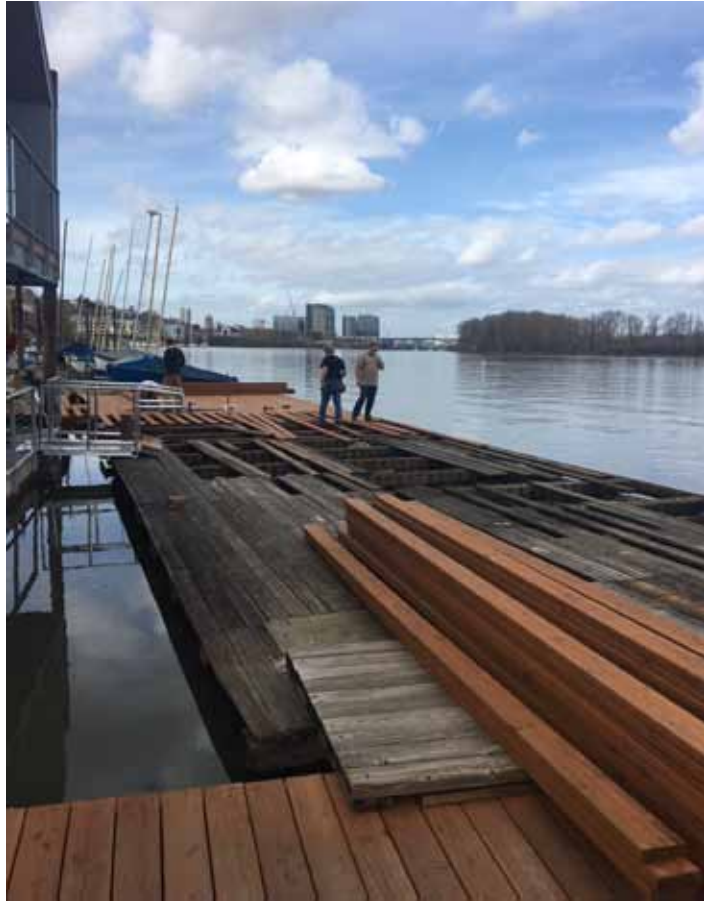
Spring has sprung and it's time to get our club ground ship shape. Come Saturday, April 14th, 8am – 1pm to help with a spring cleaning, meet members, and enjoy coffee and donuts. With the opening of the clubhouse right around the corner, let's all pitch in. See you on the 14th!

On a separate note, to obtain our occupancy permit, we need to clear the invasive species, mostly black berries, from the bank. If you have a brush cutter and a few hours please contact me, Jeffrey Sher, at 503-888-6326 or email me at portcaptain@willamettesailingclub.com.



Dock Rehab Photos

by Mitchell Burke



Lido Fleet Report *by Ron Runyan & Geoff Fanning*

It is with great pleasure I write my first Lido Fleet Report as new fleet captain. My only regret is in obtaining the honor because our retiring captain Ron Runyan has announced he will be moving to Colorado this summer. I will certainly miss the excellent advice he gave me on multiple occasions last year, my first full year in the Lido fleet.

We had a great party on St. Patrick's Day where we learned Mark Sandifer has the most over-the-top leprechaun hat in the fleet. Unfortunately, if you weren't there you might not see it again as it was ruled to add excessive sail area were he to wear it during the races. Thanks to Nicole and Ron for so graciously hosting. The lasagnas, both meat and vegetarian options, were also ruled tasty by everyone in attendance, including fleet member and official US Sailing judge Craig Daniels.

The party was not all just hat wearing and Guinness drinking, as we discussed our bid to host the Lido 14 Class Championship Regatta at WSC next year. Our fleet has hosted the Class Championships before, at Yale Lake (1991 if memory serves) but WSC is our preferred venue due to our superior facilities. Craig Daniels, Kerry Poe, and Steve Gilliland volunteered to initially head up the committee. This could be the largest Lido 14 event held at WSC in our club's history! That says a lot considering our boat class has been around since the club's founding.

We have much going on in 2018. We plan a tune-up event April 8 open to all Lido sailors, a coaching night on April 18th and, of course, the Turtle Regatta May 5-6. As is the custom, we will score both an A and B fleet for this event to make it welcoming for those new to racing. The Saturday dinner is open to all Lido 14 folks, whether you are racing in the regatta or not. The Notice of Race should hit your inboxes before you read this, but if you have not received it, please email Ron at ron@runyans.com. We also plan to work with our Club Fleet Captain, Rich Haslacher, on leading a racing 101 class this spring.

As Ron mentioned in his last update, August is shaping up to be full of Lido events as well: We kick off the month with the WSC Al Morris Regatta at Yale Lake, then the District Championship Regatta at Eugene Yacht Club August 11-12. Please let Ron know if you are interested in attending this. The Eugene fleet would like to know how many we expect from our fleet. After that is the Poker Run campout weekend at Timothy Lake, August 24-26. We have a group campsite reserved. More details will be forthcoming regarding these events, but please mark your calendar now. I'm looking forward to all the events, but perhaps most of all, the Timothy Lake social, since that's where my dad taught me to sail a Minto in 1970-something.

On top of all that, I have the honor of announcing two other events discussed at the party. First, we picked April 18th, the first evening of Wednesday racing after Opening Day, as Lido Switcheroo night. Our more experienced captains have agreed to sail with the less experienced who might like a few pointers before the racing season gets hot and heavy. I believe there was also discussion of crew swapping for those who want experience on another boat, and even some discussion of more experienced crew taking the opportunity to skipper if otherwise idle boats were available. I wasn't made aware of any specific method for organizing this fun, so just show up with your boat and be ready for a fast swap between each race.

The other event is the North Sails Advanced Dinghy Sail Trim Class to take place at WSC Tuesday, April 24th at 6p.m. The class will be taught by Lido Fleet 25 member, renowned Lido sail designer, and even more renowned all around sailor Kerry Poe. Details about cost and registration will be communicated via Clubster and the WSC Weekly New Bulletin.

If you were at the party and noted something I missed that should be passed along in the Fleet Report, please drop me a line at geoff.fanning@q.com. Otherwise I hope to see you at opening day, April 15, and I look forward to having some actual sailing to report on next month!

Laser Fleet Report *by John Sturman*

A great deal of Laser racing has been occurring recently. As mentioned last month, WSC Laser sailors used various forms of transportation to race in Florida and California in addition to our home waters. The Laser Masters Florida occurred in the ocean off Palm Beach. The regatta attracted 53 Full Rigs and 32 Radials. Doug Seeman earned 3rd with Rob Hodson 10th and John Purdy exactly mid-fleet in Radials. The Laser Masters Midwinters in Miami just days later hosted 54 Full Rigs and 31 Radials. The attendance pattern suggests that most racers took a week of vacation to attend both regattas. Doug ended up 5th with Rob 11th and John 15th, demonstrating the consistency of the WSC representatives. After travelling home Doug and John were joined by Bill Symes and Dave Jursik at the California Masters Mid-Winters in Mission Bay, CA. The 23 Full Rigs had 8 races with Bill taking the victory, Doug taking 5th, John in 6th, and Dave in 9th. Finally, as the Masters headed home, the WSC Juniors competed in the Midwinters West in Santa Barbara with Grant Gridley scoring 17th and Conrad Miller in 27th among the multi-national 51-boat Radial fleet.

After discussion and debate, we removed Easter Sunday from the Winter Series calendar, and I will remember to stick to that plan in coming years. With one day of Winter Series remaining, there are many racers with a chance at winning. This will make our new plan to hand out awards on the last day of each series even more exciting as we enjoy our new Clubhouse.

The Laser Clinic is planned for Saturday, May 19, and I am striving to attract a broad group of sailors including Juniors and newer racers. I will follow the same outline as previous years, which our Webmaster John Purdy has posted on the WSC Laser website. Please mention your specific areas of interest and plan for both land and water sessions.

I'll see you on the water.



Daysailer Fleet Report

by Ben Cornett

Toby Deming is the Commodore of Willamette Sailing Club for 2018. On April 15, Opening Day of our season, he will be inducted with the least amount of ceremony possible, as the humble leader of our enterprise. This leader has a large role to play in the changing nature of our little club on the banks of Portlandia, with a new shiny clubhouse at hand, new management, and a growing membership. Who will we become? Our fearless leader will have to answer these questions.

The Daysailers cannot imagine a better person for the job.

This news has given a great deal of confidence to the DS racers as well as the informal Social Thursday potluckees. There are the race committers, the cooler carriers, the evening wine drinkers. Let's not forget the parking lot circles that last so long in late summer that the street lights remind us to head home. The owners of the growler shop, the new members looking for experience, and the curious folks who visit our club. Toby is welcoming, patient, and friendly.

But who is the real Toby Deming? Let me take a moment to reveal the man behind the myth.

Toby is the man to go to when you are looking for a boat, but also when you need some sensible advice. I was once complaining about the cost of a new boat cover and he reminded me that a plastic tarp can do the same job. He can inspect your house before closing but never takes the ladders off his truck before backing trailers down the ramp. Toby can be brash on the water, and he never looks you in the eye during a tight leg. He is calm in the boat and always ready to discuss the finer points of racing on the docks afterward. Toby loves to win, but he always wants the race to be as close as possible.

The Daysailer fleet at WSC is alive and well because of the work of Toby Deming and Rich Haslacher. These two ambassadors for our sport have worked tirelessly and spent lavishly as they lowballed the owners of long forgotten DS boats up and down the West Coast. Boats have been purchased, refurbished, and resold to prospective members and racers who might help to grow our small fleet into something bigger, better, more competitive, and more welcoming than ever.

What else is there to say? Toby is the perfect commodore for our coming year because he reminds us all to be ourselves, friendly, humble, and unpretentious. Much like the Daysailer boat itself, he takes on many different roles with ease. In planning the Opening Day party, Toby was adamant. Nothing too fancy, simple is better. The thing that makes WSC a great place is its focus on people, sailboats, and the relationships between them. Let's be honest, these things make our lives better. The friendships, the sailing, and time on the water all work together to lower our blood pressures and raise our spirits. So, cheers to the new Commodore!



Interview With Conrad Miller

questions by Mike Miller

Q: Looks like you have planned a busy year -- two Worlds events, very exciting.

C: Thanks

So how old are you now?

C: 14, and will be 15 on April 5th.

Happy Birthday!

Q: So you just got back from Laser Mid Winters in Santa Barbara, how did that go? You got some heavy breeze I hear?

C: It could of gone better. It was a bit too windy with big waves.

Q: You like sailing in heavy breeze in the Gorge. What was different here.

A: I was in the Radial, and the waves we're like 5 ft, which was really tough on the upwind, being overpowered.

Q: How heavy was the wind?

C: Low 20s second day. It went from like 5 to 15 in the course of one race, then over 20, with gusts to 30. Boats were disappearing in the waves. On Saturday 28 people didn't finish the third race. On Sunday 18 people didn't finish the first race. So people were bailing out all over.

Q: What was a high point and low point for the regatta?

C: I got a 7th in one race, that was the high point. Also rounding the windward in 5th was good. As for low point, one race I had a really good start, but it was super heavy, I was bow-out on everyone off the line but lost ground 'cause I couldn't keep the boat flat, and dropped back. That was a bummer. Also a windward mark rounding where I got covered and forced into the mark, and then a sailor was saying I had to do the turn before the off-set, but he was wrong.

Q: So sailing in the RS Feva Worlds? Who are you sailing with, and what's his sailing experience?

C: I'm sailing with Dieter Crietz from Seattle. He's only 11 but a really good Opti sailor and has been to Opti Team Trials multiple times. And he wins all the NW regattas. So he's a good sailor. He's the skipper for the Feva.

Q: I understand West Coast Sailing donated a new Feva to you guys. That's pretty cool, how does the boat sail compared to say, a 420 / FJ? What's different about it?

C: It's basically a slower 29er. It points pretty well. It has smaller sail area, obviously. It has an A-Sym spinnaker, though its a pretty small. It's basically a training boat for other powered-up RS boats. So it's a good transition boat for Opti sailors who are too small for a Laser. I like it, and its super comfortable for the crew.

Q: You sailed against some Canadian kids in Vancouver, how did that go? Do your skills match up?

C: I think me and Dieter's experience in other boats and racing helped us a lot, just being able to sail the boat. But more time in the boat would help us figure out the little things that just go with Feva sailing. We had a good downwind dragrace with a Canadian team. You can see the video at the RS Feva Canadian Team's web site.

Q: So is this a real World Championship? That is, are teams coming from around the World? What major countries are attending?

C: Yeah its real. There are big teams from Great Britian, France, Hong Kong, Canada. So yeah, it definetly should be good competition.

Q: When is the regatta, and where can members check results?

C: The regatta is April 4-8 at the Clearwater Community Sailing Center, RS Feva Worlds.

Q: Then, this summer, you're going to Laser 4.7 Worlds in Poland? Pretty cool. How did this happen/ did you make this happen? Did you have to qualify at the International Laser Class?

C: It requires Grand Prix event qualification, either North Americans, and Nationals, or scoring at the Regional Championship events, and the podium finish I had at the North American's, plus points from Nationals gave me the points to qualify for 4.7 Worlds.

Q: What about having a coach for the event in Poland?

C: When I went to ISA Clinic in Mexico I met a really good Polish Laser Full Rig sailor and I learned that he may be coaching at the 4.7 Worlds event in Gdynia, so he's now agreed to coach me there. And he's also letting me use his Laser!

Q: The Laser 4.7 fleet is not so competitive in the US. Do you expect that to be a tough fleet, in Europe?

C: Yes, because a lot more kids sail the 4.7 there. It's more the fleet you sail based on your age. So everyone sails it. They take it seriously, so yeah, its going to be a tough fleet.



Q: What kind of wind and sea state would you like for the 4.7 Laser Worlds event?

C: I'd like it to be windy, like in the 20's cause I can keep the boat down. Higher wind is my strength. All the Gorge sailing helped - for the 4.7. I can be pretty fast upwind in the 4.7 if it blows. So waves are fine, but I'm not that used to the big stuff.

Q: Any other sailing in store? Other plans for 2018 and beyond?

A: I plan to apply to Youth Champs in the 29er with Grant. We had a pretty good year, so worth applying. I also may do Pacific Coast Champs. We'll see. Kitten Cup in Van BC. Plus, Opening Day at the club!

Ok, Good luck with the World events!

C: Thanks.



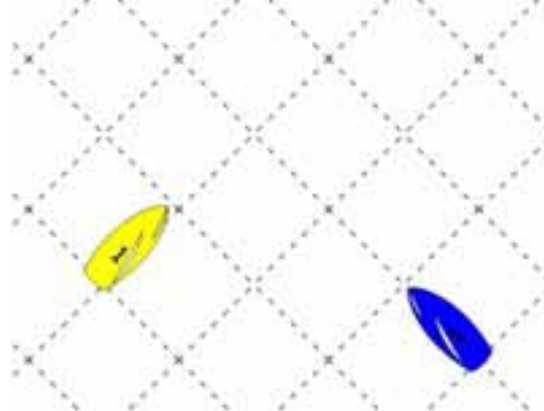
Rules of the Road - Tacking Too Close, or Not!

by Craig Daniels

First, I am indebted to Tim Mulvaney and Geoff Fanning for sending me rules questions. Please, please, please send me questions. I'd much rather write about something from one of you than something I come up with. It does not matter if it is a question more for a newer sailor or one for a more experienced sailor. We have all types in the club.

On to the rules. We have rules to keep us from hitting each other. They are not there to see how close we can get to each other. But, sometimes in the heat of the moment, we get carried away and get very close.

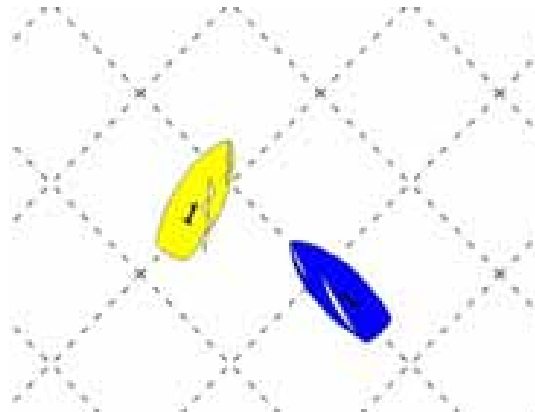
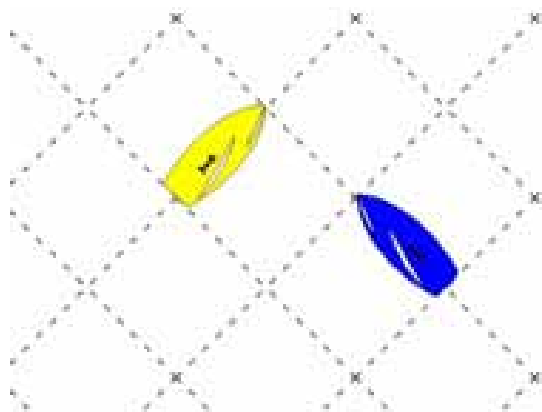
The situation we will discuss is this: Boat P, on port, is approaching Boat S, on starboard. P elects not to duck or to tack early but to try to tack in front of S. The question is, under what circumstances has P violated a rule by tacking too close?



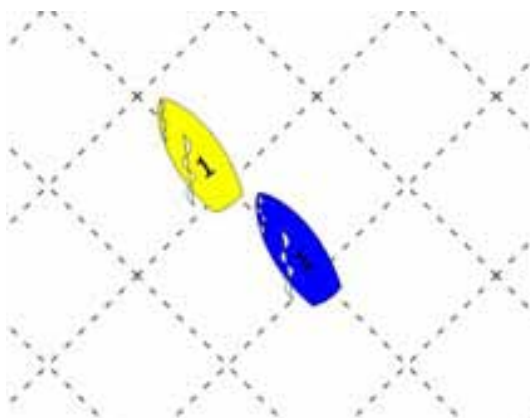
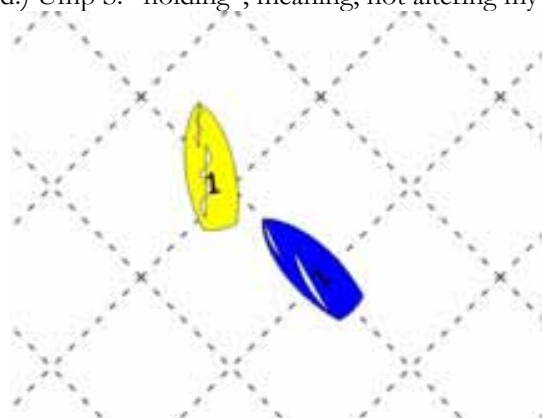
Umpire Talk

Let's pretend there is an umpire boat (fleet race umpiring has begun in some locations) correctly positioned to see the tack. Umpire S is talking about boat S and umpire P is talking about boat P. Umpire dialog incorporates the rules and gives an overview of the situation. Umpire dialog might include the following.

Ump S: "Starboard rights", meaning I, boat S, am on starboard, and have right of way. Ump P: "Port give", meaning, I am on port and am "keep clear" boat. Ump S: "If you tack in front of me, I am not sure if you can safely tack."



Ump P: "It looks like I am going to try to tack in front of you, luffing" (This means above close-hauled but not past head-to-wind.) Ump S: "holding", meaning, not altering my course.



Ump P: "tacking", meaning past head-to-wind but not down to a close-hauled course.



The next moment is critical. Either Ump P says “done”, meaning that P is now at a close hauled course and is clear ahead with rights (Rule 12) and THEN Ump S says, “heading up”. In this case there is no foul. Or, before Ump P says “done”, Ump S says, “altering my course”, meaning that S altered her course to avoid a collision before P completed her tack. In the diagram, Boat P has broken Rule 13.

A Closer Look at Those Rules

Let’s go through that with the rules. We will start with a definition, Keep Clear: A boat keeps clear of a right-of-way boat (a) if the right-of-way boat can sail her course with no need to take avoiding action (we don’t need part (b) of this rule.)

At first, the boats are on opposite tacks so we have rule 10: When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat. When P is luffing, she is still on port tack and thus keep-clear boat.

After passing head-to-wind, Rule 13 applies: After a boat passes head-to-wind, she shall keep clear of other boats until she is on a close-hauled course... P is still a keep-clear boat and S is still has right of way.

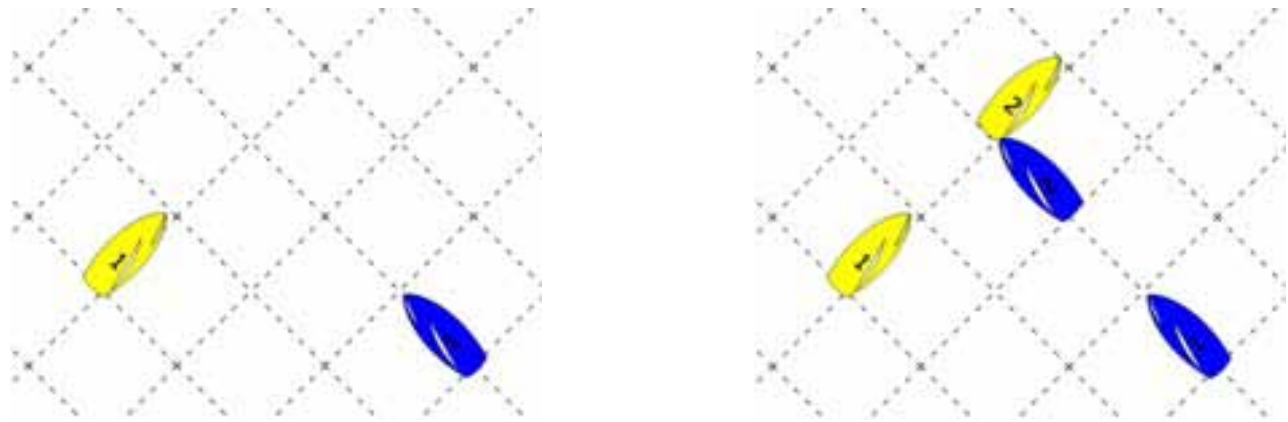
As the umpire talk made clear, the critical moment comes next. Does P complete her tack before S has to alter course? If she does, then she has rights according to Rule 12: clear ahead, clear astern. Please read those definitions and Rule 12 before continuing. If she does not, then P violates rule 13.

But, it’s even harder for P. Simply completing her tack isn’t enough. Even when P completes her tack before S alters course, P still has a responsibility under Rule 15 (please read this rule now). Rule 15 says that P must initially give S room to keep clear when P gains rights. In other words, just finishing the tack is not enough for P to be in the right. P must complete her tack AND give S room to keep clear. Remember that S is traveling faster than P so S will run into P’s stern unless S changes course.

This means S must have room to react to P finishing her tack. Elsewhere we can learn that S does not have to anticipate P finishing her tack. Yes, that is right. Even though we “know” P will finish her tack, S does not have to anticipate P gaining rights so S does not have to alter until P completes her tack. So, to not foul S, P has to finish her tack with enough room that S can react after the tack finishes and head up to miss P.

Practically, What Does this Mean?

Assuming you are in a dinghy, and the wind is moderate, it means that if you are P, you have to finish your tack with several feet to spare. Remember that you are slowing down as you tack, so you will end up closer than you think unless you have practiced this a lot. Look at the diagram on the left. P looks pretty far ahead but she can’t cross. See the diagram below. There is nowhere near enough room to tack without fouling S. In fact, think about these two diagrams again. It should be clear that P needs to be able to cross S in order to tack in front of her and not foul her.



I always think it is worth considering what your situation be if you tacked early or if you ducked S. Neither of those will put you in risk of a foul and are likely a better strategy because, for instance, ducking a boat is “faster” than doing a one- or two-turn penalty. And, of course, losing a protest is really slow.



Proposed Sailing Facility Operating Policy by The WSC Board

The board of directors has developed a very basic “Sailing Facility Use Policy” which we would like to propose to the members at the April 26 general meeting. The idea is to get basic use policies in place so we all have some understanding of what we can expect from our sailing facility. The April meeting will dedicate some time to discussing this policy and approve it with any modifications that the majority of those attending would like to make. This policy is just the beginning. As we use our club and find details we want to change or add, we can do that. This is a “living” document that can be changed with board approval.

In an effort to get more direct member input, the board will be asking for volunteers to form a “Sailing Facility Use Policy Advisory Committee”. The purpose of this committee will be to take whatever the membership approves at the April meeting and carry it forward to its next phases. I see this committee being fairly active for the first 2-3 years of opening the new sailing facility. Those who are interested in participating should volunteer at the April meeting or contact Toby at commodore@willamettesailingclub.com

So here is the Sailing Facility Use Policy as of today. Please read it and come to the April General meeting prepared to talk about it.

Operating Policy (Proposed)

The Willamette Sailing Club has practiced excellence in small boat sailing since 1961. The WSC grounds and facilities are for members’ use and enjoyment for sailing-related purposes. We ask that any members using the facilities conduct themselves in a safe and responsible manner at all times. Please help keep WSC clean, green, and pristine with good housekeeping and clean-up procedures before you leave.

WSC is a sailing community made up of over 350 members. Sailing Facility reservations are only available to groups sponsored by a current member. Please have your sponsoring member read the rental procedures below to gain consideration for use of Willamette Sailing Club and our event services.

Sailing Facility Event Use

General Reservation Requirements

1. Club Reservations must be sponsored by a current WSC member in good standing and/or approved by the current Board of Directors.
2. The sponsoring Member must take responsibility to supervise the entire event from beginning to end, and to be sure all the club rules are followed.
3. All Reservation requests must be submitted by email and received by the WSC Club Manager. The Club Manager will provide an initial response that the request has been received and will reply with a formal response (accepted or denied) in 2-5 days of the original request.
4. The sponsoring Member accepts responsibility for a \$250 fine plus \$50 per hour for cleaning the Sailing Facility if cleaning is required after the event.
5. Sailing Facility reservations cannot conflict with a regularly scheduled WSC event or another previously scheduled event.
6. Registering an event does not provide the exclusive use of the Sailing Facility.

Space Classifications

1. Classroom Space: A request to WSC to reserve the classroom facilities.
2. Partial Sailing Facility: A request to WSC to utilize a portion, but not all of the Sailing Facility space. A partial Sailing Facility reservation may share the facility with members or other groups and may be subject to noise interference out of the club’s control.
3. Full Sailing Facility: A request to WSC to utilize the entire Sailing Facility space. Notices are placed to discourage other members or groups from entering the second floor of the Sailing Facility. These requests will include a rental rate as shown below.

Full Sailing Facility Rate/Day	Size/Capacity	Mon-Thur	Fri-Sun &Holidays
Full Sailing Facility	Up to 80 people	\$300	\$800

House Rules

Club Privileges

1. All guests must be accompanied by a member when on Club premises.
2. Members entertaining guests or visitors shall be held responsible for their observance of Club rules.
3. Any damage, charges, liability, or misconduct created by any member, family, or guest on the Club premises will be



- the responsibility of the member and the Club may assess such charges against such member.
- The Club shall not be responsible for personal property left on the Club premises, nor for missing equipment from boats.
 - No member shall be excluded from the Sailing Facility or denied the use of the facilities by reason of private parties or meetings.

Alcohol Policy

- All rules and regulations of the Oregon State Liquor Control Commission (OLCC) must be observed.
- All members and guests should monitor their use of alcohol, ensure that minors are not allowed access to alcohol and be vigilant about any incidents of driving or boating under the influence of any controlled substance. Behavior at WSC should not infringe upon the family-friendly nature of our club and community.
- Any WSC Board Member, the Club Manager or an agent of the Manager (at their sole discretion) may request that anyone on the WSC property cease their use of alcohol (club or privately supplied) if that individual appears to be excessively or inappropriately intoxicated.
- If deemed necessary, the club may arrange for transportation home or take additional measures to ensure safety. Associated costs will be charged to the member's account.
- Failure to comply with these requests, or repeated incidents, are grounds for further action by the Board of Directors.
- Persons under age 21 are not allowed to sit at the Bar when alcoholic beverages are being served.
- Personal alcoholic beverages may not be consumed on Club grounds when the Club is serving or selling alcoholic beverages.

General Conduct

- Decorations - No tacks, nails, or tape are to be used to hang decorations, notices, or signs.
- Any member or guest who willfully or negligently defaces or destroys either the property or equipment of the Club or of any member of the Club shall be held liable for its full value.
- No one is permitted to rent, borrow or remove any piece of equipment of the Club without the permission of the Club Manager.
- The Club will not be responsible for personal injury to, or loss of, or damage to any property of members or guests.
- No person is allowed to enter the second floor of the Sailing Facility with wet or bare feet. This includes wet bathing suits, shoes, sailing boots, lifejackets, or other sailing attire.
- Smoking and vaping on the property or inside any building on the property is prohibited. The designated smoking area is the parking lot. Smoking and vaping on the second floor balcony is prohibited.
- All members shall be responsible for placing litter in trash receptacles, and for policing of litter on Club premises.

Children Under 12

- Children under 12 are not permitted at the club without parental, guardian or school instructor supervision.
- It is strongly recommended that all children wear life jackets while on any floating structure at WSC.
- Parents are responsible for the conduct of their children with due regard for the wishes and comfort of the other members.
- Parents shall supervise and be responsible for their children, especially those who are swimming in the river. The Club provides no lifeguard at any time.

Pets

- No pets are allowed within the Sailing Facility. Pets are allowed on the WSC grounds only if under control by owner.
- Galley / Food Services
 - The galley refrigeration units and food storage shelves are not for general Member use.
 - The fridge and shelving units in the second level closet (adjacent to the water fountain) are designated for general Member use.
 - Removal of items from these locations without approval of the Club Manager will be considered unauthorized use and may result in further action by the Board of Directors.
 - All galley (second floor) and kitchenette (first floor) supplies and equipment must be properly cleaned, dried, and put away in its designated location before departure.
 - Members are not permitted to enter the bar area without permission from the Board of Directors or Office staff.
 - All personal food and beverage and items brought into the Sailing Facility must be removed upon departure. This includes all food items, leftovers, beverages and storage containers. Condiments may remain.
 - All trash and recyclables must be placed in the appropriate disposal containers.

Security / Closing Procedures

- Members are responsible to lock up any area they have unlocked.
- Members are responsible to check and lock all doors, windows, and access gates upon departure.
- Members are responsible for shutting off all lights upon departure.
- Members are responsible for checking the status of any thermostat, ceiling fans, sky lights, and the gas fireplace.
- Please return all padlocks to "0000" immediately after unlocking.

Cleaning and Breakage

- Hardwood / Furniture Cleaning - \$50 / stain
- Other Damage – Cost plus 20% coordination fee



High School Sailing Back in Action

photos by Michael Cornew and Mitchell Burke



March Board Meeting Minutes

by Arjan Duyvestein

Call to Order at 6:45 pm

Attendees: Toby Deming (Commodore), Jim Harper (Vice Commodore), Crickett Bittner (Rear Commodore), Kevin Reynolds (Treasurer), Rich Haslacher (Fleet Captain), Jeffrey Sher (Port Captain), Dave Valentine, (WSC Manager), Arjan Duyvestein (Secretary).

Mike and Conrad Miller presented a request to the board for a grant, to help support Conrad's participation in the RS Feva World Championship in Florida, as well as the Laser 4.7 World Championships in Poland. The board approved a \$250 grant from its discretionary spending for each event. After completion, Conrad will give a presentation to the club about his experiences at these events.

Officer Reports:

Crickett continues to work through some of the financial issues for the club and the loan for the clubhouse. Crickett will look into the possibilities of switching banks.

Kevin is working with Tracey to finish the 2017 P&L statements in prep for April's general meeting.

Rich reported that the first Laser race took place in the snow but it did not damper the fun.

Night Captains Breakfast also took place, which brought to light some new issues:

- RC boat horns are problematic. Suggestion is to fix the boat's airhorns instead of looking for alternate solutions.
- Automatic timing and start clock systems are also being evaluated as a option.
- Changes to the Sailing Instructions were proposed: 3 boats would constitute a fleet. 5 Boats on the line would get their own start.
- Efforts are ongoing to try to encourage the White Fleet
- RC signups will be open till April 1 after which Rich will make assignments. Mike Rees to take over race committee assignments and management.
- RC boats - Rich would like to refit the boats and possibly bring in an outside party for aspects that cannot be done in-house. WSC-2 would be first. Budget is \$8,000 for maintenance on these boats per year. Rich will create a maintenance plan and cost estimate. Wailer #1 is getting hull repairs. Rich to see if Martin Gibson is interested in helping with repairs of the RC boats.
- Upcoming Events. March 10th, safety captain's breakfast. April 14 racing 101. April 15 opening day.
- Steve William's Memorial Regatta was discussed and names brought up as possible PRO. Rich to follow up.
- Jeffrey reported that the work party dates were incorrect. The correct dates are the 2nd Saturday in April, May, June, (not July), August, September, (not October). Jeffrey to write a Telltale article to help promote the work hour days and activities.

Clubhouse Construction update: (Crickett and Toby)

We are making steady progress on the clubhouse. The gas line, fire prevention and the ramps are the most important items still outstanding. Angle irons on ramps need to be anchored. The gas line has been engineered but now needs to be installed. The bathrooms are functional. The occupancy permit is expected early April. Dave Valentine is working on the signage package and will review with Arjan prior to fabrication. Low voltage is currently being worked on.

River Watch:

There is a River Watch meeting March 6th, 4:30 PM-6:00 PM at BPS, 1900 SW 4th Ave, Suite 7100 - Conference Rm7A

Dave Valentine and Jeffrey will attend initial meeting and find out more about this city initiative and report back to the group.

Update on the hiring process:

Tim Mulvaney has received requests from several interested parties and will start the first round of interviews with current list of candidates. A short-list of candidates will go to the Board for review.

Club manager job description: The board discussed some of the current tasks being done by Dave and whether or not these should continue to be done by the new prospective manager. Dave V. to review and amend his list of responsibilities as necessary.

The board discussed the need for interim (part-time) help during Dave's transition. Dave will contact Anna Campanga and Tracy Harper and see whether they have any interest in such a temporary role.

Financial update: (Dave and Kevin)

Dave will forward non-audited financials to Kevin for April's meeting. Tracey Harper to reconcile last year's 2017 financials.

Toby, Jim, Crickett and Kevin will meet with Bill Conerly to review long term planning. We hope Bill will present his financial projections at the April General meeting.

Operating Policy Change – Late fees:

The board discussed the need for a change to the operating policy and how late fees are collected. The current policy has many steps and are often not enforced. The proposed change would simplify the steps required before being able to take legal action. Rich and Toby to run the proposed language by legal resources. Once finalized, the language will be proposed to the



full membership for a vote.

Bylaw Change – Article II – Dues and Fees:

The board discussed the idea of setting a fixed yearly increase in membership and moorage fees to stay current with the yearly cost of living increases. Toby, Crickett and Jim will review this proposal with Bill Conerly and provide an analysis of the need.

Membership Changes:

Membership Requests:

1. Orin Olander (Youth)
2. Claire Koerner (Youth)
3. Nick Gideonse (Regular)
4. Dan Petrin (Regular)

Membership Resignations:

1. James Clevenberg (Senior)
2. David Rowell (Regular)
3. Bob Read (Regular)
4. Rick Welch (Regular)

Membership Change Requests:

1. Caitie Bryson (Midshipman > Associate)

The board voted to approve all membership changes.

Office Report (Dave V)

The request was made and the board approved the sale of the remaining eleven 420s for \$8,000. The boats are going to Ken Perine and the Salvation Army to help start his sailing program in Spokane. A great place for our fleet to continue to help the sailing community.

Member of the Month: Everett Hobson - Everett braved the icy conditions to ensure heaters were running and faucets dripping for the couple days of snow we had.



April 2018

1	2	3 HSP 4:00pm	4 HSP 4:00pm ORace & Green 4:00pm	5 HSP 4:00pm	6	7
8 Wnter Racing Series 2:00pm	9 ORace & Green 4:00pm	10 HSP 4:00pm	11 HSP 4:00pm ORace & Green 4:00pm	12 HSP 4:00pm	13	14 WSC Work Party 8am-1pm
15 Opening Day 2pm Commodores Cookout 4pm	16 ORace & Green 4:00pm Spring Laser 6:30	17 HSP 4:00pm Board Meeting 6:45pm	18 HSP 4:00pm ORace & Green 4:00pm Spring Fleets 6:30	19 HSP 4:00pm Telltale Articles Due	20	21
22	23 ORace & Green 4:00pm Spring Laser 6:30	24 HSP 4:00pm Sail Shape - Kerry Poe 6pm	25 HSP 4:00pm ORace & Green 4:00pm Spring Fleets 6:30	26 HSP 4:00pm	27	28
29	30 ORace & Green 4:00pm Spring Laser 6:30					

May 2018

		1 HSP 4:00pm	2 HSP 4:00pm ORace & Green 4:00pm	3 HSP 4:00pm	4	5 Lido Turtle Regatta
6 Lido Turtle Regatta	7 ORace & Green 4:00pm Spring Laser 6:30	8 HSP 4:00pm	9 HSP 4:00pm ORace & Green 4:00pm	10 HSP 4:00pm	11	12 WSC Work Party 8am-1pm
13	14 ORace & Green 4:00pm Spring Laser 6:30	15 HSP 4:00pm Board Meeting 6:45pm	16 HSP 4:00pm ORace & Green 4:00pm Spring Fleets 6:30	17 HSP 4:00pm Telltale Articles Due	18	19
20	21 ORace & Green 4:00pm Spring Laser 6:30	22 HSP 4:00pm	23 HSP 4:00pm ORace & Green 4:00pm Spring Fleets 6:30	24 HSP 4:00pm	25	26
27	28	29 Summer 1 Laser 6:30	30 Summer 1 Fleets 6:30	31		

HSP - High School Race Program | LTS - Learn to Sail
 Winter Racing Series - Winter Laser Racing Series
 ORace & Green - Opti Race & Green Program
 Spring Lasers - Laser Racing Series | Spring Fleets - Fleet Racing Series





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

CHANGE SERVICE REQUESTED

PRESORTED STANDARD
US POSTAGE
PAID
PORTLAND OR
PERMIT NO 244



*General
Membership
Meeting*

April 26th

Doors Open 6pm

Meeting Starts 6:45pm

Complimentary Drinks and Fingerfood