



telltales

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



Telltales

Layout & Design: Mitchell Burke

Editors: Dick Stokes
Marilyn Hodson
Steve Salas
Peter McMinn

Contributors: Toby Deming
Brandon Roberts
Arjan Duyvestein
Ben Cornett
John Sturman
Geoff Fanning
Craig Daniels
Sally Goldman

Cover Photo: Mitchell Burke

Board of Directors

Commodore: Toby Deming
Vice Commodore: Jim Harper
Rear Commodore: Crickett Bittner
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Brandon Roberts

2018 Fleet Captains

Daysailer Fleet: Ben Cornett
John Olson
Laser Fleet: John Sturman
Lido Fleet: Geoff Fanning
Thistle Fleet: Jim Harper

Contributions

We love getting submissions!
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Contact for advertising rates:

Willamette Sailing Club

PMB #122

5331 SW Macadam Ave Ste 258

Portland, OR. 97239

(503) 246-5345

www.WillametteSailingClub.com

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From the Manager

by Brandon Roberts



As daylight savings is over and the Fall season is coming to an end, the river has become a much quieter place. The water level has begun to rise and the mud flat is slowly disappearing. Now that youth sailing programs are concluding, we are putting our creative minds together and working toward a successful 2019 season full of both sailing and social events.

Save the date for the Wild Turkey un-regatta held here at WSC, November 17th, and the WSC Annual Awards Banquet at Portland Yacht Club, December 1st.

Our Wild Turkey un-regatta is coordinated by Shannon Clune and Tim Mills, who are returning hosts of this event. Fried Turkeys, Oreos, Nutter Butters and over 20 boats battling it out on the water to earn as many points as possible in an unconventional racing format, earning additional points by plucking fruit and rubber ducks out of the water on the race course.

The largest party of the year is also fast approaching, which we are very excited for. Our annual awards banquet is scheduled for 5:30 at Portland Yacht Club. Last year we had about 120 members attend. This is a great opportunity to catch up with your sailing friends and enjoy a wonderful dinner in Portland Yacht Club's beautiful clubhouse. Please RSVP through the invitation sent to your email or the link on WSC's website. We'll be celebrating our Club's racing champions and volunteers, and we'll be electing the 2019 Board of Directors. As we say each year – Dress to impress!

Lastly, if you attended this past October General Membership meeting or are just looking to catch up on the changes and revisions to the By-laws or Club Policies that were proposed by the Board and approved by the Membership, you can find those details on the Member portion of our website. Please feel free to reach out if you have any questions or comments.





Commodore's Corner

by Toby Deming

October General Meeting Recap.

The October General Meeting is over and, once again, it reminded me of the dedication and brain power of our membership.

As most of you know, the agenda was aggressive, and some recommendations for Bylaw and policy changes weren't presented as well as they could have been. I apologize for that. I especially want to thank those members who took the time to review the proposed changes before the meeting so the Board could revise or eliminate some of its recommendations at the meeting. A special shout out goes to Dan Winchester who stopped us from eliminating the Training and Collegiate Member categories. What the Board thought were unnecessary categories turn out to be categories necessary to maintain our not-for-profit status with the IRS. Mr. Winchester also recommended we establish a Senior Advisory committee so the current Board can access the collective wisdom and historical knowledge of older members. After this last meeting, the need for this committee is evident.

The most unintentionally misleading policy recommendation was a proposed requirement for Board approval for storage of boats over 20'. The Board never intended this recommendation to affect boats that are currently stored at WSC. Needless to say, we had some very concerned members. OOPS! The Board will rewrite the recommendation to clarify that boats currently stored at WSC are not subject to this change.

The membership approved an annual 3% increase in dues and an annual 3% increase in moorage fees. This cost of living increase will be effective for 5 years unless economic conditions change and the membership decides to change it sooner.

The membership also approved an increase in the work hour rate from \$27.50 per hour to \$30 an hour. This is the first increase in the work hour rate since 2008.

The last significant policy change was the introduction of a draft policy on Sexual Harassment. The Sexual Harassment Committee and Board will continue to meet and revise the policy. The draft policy will be the basis for a condensed version that will be published in the next Roster and Handbook.

The membership also heard an overview of WSC finances. The big news is that the clubhouse is nearly complete so any further construction costs will be minimal. The next big goal is boosting WSC reserves. The best options will be presented to the membership for its thoughts and recommendations.

WSC welcomes input from all members on any and all WSC committees. Anyone who would like to help should contact Brandon or me to get included.

With any luck, WSC should have its Temporary Occupancy Permit in time for viewing the Christmas ships on December 15th! Fingers crossed, fist pump optional.

Until then, see you at the Turkey Regatta on November 17th!



Laser Fleet Report

by John Sturman

The Laser racing season at WSC has been completed for 2018 with the conclusion of the Fall Series in late October. Attendance was down although several new faces appeared on the water to enjoy the action, and the weather only allowed racing on four of the seven scheduled Sundays. The podium included John Purdy on top with Kerry Poe and Tim Mulvaney joining in. The annual WSC Awards Dinner in December will have 9 Laser sailors gathering top-three trophies, and 13 sailors on the stage if the fleet size merits five trophies per series. The depth of talent in the WSC fleet is well demonstrated by the diversity of winners. To wrap up the season, Bill Symes earned the Laser Fleet Championship for 2018 over John Sturman and the tied pair of Dave Jursik and John Purdy. Bill Symes also won the Great Grand Masters Radial fleet at the Masters Worlds in Ireland in September. Congratulations on another World Championship victory, Bill! Finally, I remind the Laser fleet that many sailors continue practicing throughout the Holiday season to keep the rust off before Winter Series 2019, so make sure to monitor the Clubster app to learn when others are heading out. I'll see you on the water.

Lido Fleet Report

by Geoff Fanning

By the time this fleet report reaches your mail box I think the 2018 Lido Fleet 25 Portland sailing season will be a wrap. At final count the fleet grew to 22 official members. We had 13 boats participate in club racing, and additional members who came out just to day sail with us on race days, Thursday social evenings, family Fridays, and our Timothy Lake campout. I hope you had the chance to get out and enjoy your boat in 2018 as much as I did.

Now is a good time to start planning for next year. We have lots of great events coming up.

We'll have a non-sailing Winter Social, but the date is not yet fixed, so watch your email inbox early in the New Year.

Opening Day will be Sunday, April 14, but if I'm wrong I hope our editor will correct this error.

We're planning a Lido Racing 101 seminar for new and less experienced captains and crew who want to try some racing. For those who don't already know, we're mostly just a fun fleet who want more boats to come out and play. The seminar will be a few days before Spring Sailing starts, so we can use some of the race evenings early in the season to supply experienced captains as crew for seminar participants who would like some pointers. Again, watch your email inbox for details. Spring racing will start the Wednesday after opening day.

Also, if you're interested in crewing, early in the season is the best time to get associated with a boat and/or known to the captains who need regular or replacement crew. Come on down, and if there's not space with a competitor, then consider helping out the race committee; they could always use an extra hand, and it's a great vantage point from which to watch the racing action.

Our next big event of 2019 will be the Turtle Regatta, May 4-5 at WSC. This year the Turtle will also be the Lido 14 PNW District Championship, so we expect some extra out-of-town competition. Again, big fleets are more fun than small fleets, and we're sure to have both an A and a B fleet, so our new and less experienced captains and crews can compete at the level they find most comfortable. I hope you can make it! All Lido 14 competitors will be welcome to race, but actually competing for the District Championship requires membership in the fleet. The Turtle is also a warm up for our next big event.

The Lido 14 class National Championship Regatta will be held at WSC Friday July 19 through Sunday July 21! Participation in this event will require that your boat and sails have measurement certificates. If you don't already



have a certificate, please watch your email for notification of early measurement sessions so you have time to make corrections if any of your boat's measurements are a bit off. Also, next year's Fleet 25 champion will be the fleet member finishing highest in the national regatta.

The dates of WSC's Al Morris Regatta on Yale Reservoir are August 3-4. I would hate for any Lido sailor to miss out. The reason this Regatta has happened so many years in a row is simply because Yale Reservoir has some the most dependably awesome sailing conditions in the Pacific Northwest. Whatever level of sailor you are, you don't want to miss it.

The last big Lido 14 event of 2019 will likely be our Timothy Lake campout and poker run, August 16-18. I think we're limited by the group camp site rules to just 18 participants at this family friendly, non-racing event, so RSVP early when the call goes out.

Otherwise, I hope you all have a great winter off-season with plenty of time to get your boats ready for 2019.

Daysailer Fleet Report

by Ben Cornett

"If you can sail a small boat, you can sail a big boat."

It's common knowledge around the sailing club. You hear the "old salts" dispense with this sort of advice to newer sailors all the time. "If you can sail a small boat, you can sail a big boat." For my late fall fleet report, I will give a rundown of my own attempts to investigate this maxim, and test its limits.

Let me begin with myself as a sailor. I grew up on ski boats, and then took a long detour through my twenties, canoeing and long-distance paddling the lakes of upstate New York. Sailing was always a draw, but I didn't find my way to the sailing club until my fourth decade. Shortly after my 40th birthday, I came down with a friend to watch the races and I was hooked. I bought an old Laser, and then the Daysailer "Dipity" I use and race at the club. I learned to sail through friends, lessons, and liberal use of the club Lido.

Like many new sailing addicts, I was also charmed by the idea of cruising, live-aboards, and weeklong charters in sparkling blue waters. Somehow sailing bigger boats held a fascination for me, and I began by taking an introductory class to get my "charter papers." In the Portland area, these are offered by the instructors down at Passion Yachts, a yacht consignment and sales outfit located on Hayden Island. I took my first class (ASA 101) on a Hunter 22, and found very little difference between this boat and my 17 foot DS. The class was over a long weekend, and I resolved to take one class a year. The book learning came easily, and overall I enjoyed learning some of the theory that I guessed at on my smaller boats.

Fast forward a year, and my sailing skills were growing. The next class (ASA 103) was taken out on the Columbia River in a much larger cruising boat. The theory and details were more complex, and sailing the larger boat was thrilling. I was taking the classes with my friend Alex, who seemed to have an equal obsession for big boat sailing. Together we talked about taking our families to the Caribbean, but first we needed to complete the final class. In June 2018 we travelled up to Anacortes for ASA 104, a 4-day tour of the San Juan Islands. The class consisted mainly of experiencing the



cruising life for ourselves. Of course there was always a captain aboard, and he handled much of the docking and anchoring decisions. But here was one major takeaway from the course: sailing the San Juan Islands is a fantastic way to experience the cruising life, and it is right in our backyard.



Following this class, we immediately chartered a boat for late July of last summer. Initially, we wanted to bring our families along, but decided that we still needed some practice before that final test. So, we rounded up some buddies and planned for a solid week of sailing and cruising. We got a tip from our ASA captain about a small charter outfit with prices below the market rate, and they were happy to charter us a 38 foot sloop, on only the recommendation of Captain Rod. The price was right, we brought our own bedding, and made a stop at Costco for provisioning. The boat was older, showed some wear, and was not particularly clean. We were ecstatic. They took us out of the harbor for a test cruise, and then right back to the dock for a drop off and wished us well. We were doing it! We had the sails up in an hour, and were well on our way to finding our first anchorage or mooring ball!

The first thing to break was the drum on the roller furling for the headsail. It didn't exactly break, but we had to roll it back by hand, shooting along at about 10 knots with the current. Managed to get the sails down and cautiously approached a windy anchorage off of Cypress Island. We grabbed the last mooring ball (in only two tries). The next morning someone jammed the marine head with toilet paper, so that was our next problem. We spent about a day trying to fix that, but in the meantime we cruised some of the lovelier islands (and visited their porta-potties). We anchored that night off of Spencer Spit on Lopez Island, but the next morning I wrapped the anchor chain around the windlass and had to pull up the anchor by hand. So now we had a broken head and broken windlass -- time to head into port and work on solving some problems. We called the boat owner, and he talked us through solutions that involved borrowed tools and the purchase of copious amounts of bleach and paper towels. We fixed both of these in Deer Harbor, and then proceeded to Jones Island for a pleasant hike and lunch before raising the sails and shooting through the evening en route to Friday Harbor.

Friday Harbor is a tight anchorage, and we had reserved a spot for the late arrival. Nonetheless, the harbormaster assigned us to a berth that would require several jockeying moves to land our starboard tie ups. Fortunately we spied another open berth, two over. I pulled right in and chose to ask for forgiveness over permission. We all had drinks and dinner in town that night, and congratulated ourselves on all the things that went right. The next morning we saw our friends off to the ferry and picked up another crewmate arrival for the next leg of our adventure. Alex and I had our sights set on the Canadian Gulf Islands, and our last few days of adventures led us up and across the border, through customs, and up to the edges of the map. Those days were filled with good wind, fair weather, and great memories. I'm already planning my trip for next summer.

Here are my takeaways from big boat sailing. It is entirely possible for a dinghy sailor to convert to cruising, but there are some basic differences that bear noting. One is the cost. It is obviously expensive to take



these classes and charter boats. A second factor is the trouble and energy involved in a weeklong sailboat charter. There is simply no comparison to the ease of showing up at the Willamette and throwing in a boat for race day. I have listed a few other deeper learnings for anyone attempting to make the leap to a larger boat for cruising or travel.

Docking plans are crucial. With small boat sailing, the work of docking all comes down to the skipper. You read the wind and current, watch for other boats, get it close, luff the sails, and grab the dock! When approaching a marina or dock in a bigger boat, you need a plan. The fenders and dock lines are put out ahead of time, and typically one crew member steps off to secure one line and catch another. Of course you are under power, but having a short meeting and a plan about five minutes out can ensure a safe landing of any big boat.

Sailing is also engineering. With my dinghy, I have had to learn to look at things through the eyes of the engineer. If something is not working, the skipper needs to identify the problem in order to fix it. This is compounded on a big boat. There are many more systems that could fail, and we spent as much time fixing them as sailing. You have to embrace this on a weeklong cruise, because no one can fix it for you!

Cruising is about the destination, not the sailing. We got extremely lucky with five days of good wind in the San Juans last summer. But much of the time we were planning around the currents and the tides to move to different locations. I was surprised by how much planning, preparation, and effort went into a weeklong sailing trip. And sometimes the wind does not cooperate! It was more akin to RV travel than the sailboat racing we do on the Willamette River. That said, it was incredibly enjoyable.

I returned from my summer adventures very happy about my experiences on cruising sailboats. But it was with some relief that I returned to my 17 foot Daysailer. The pure joy of sailing on a simple little boat is hard to beat.



Lewis and Clark College Sailing Update

by Sally Goldman

The Lewis and Clark sailing team has had an exciting semester so far. We co-hosted the Outlaw Regatta at WSC on October 28-29. Normally the University of Oregon team hosts Outlaw at Eugene Yacht Club, but the water at Fern Ridge was too low to sail in. Despite the quick venue change and light winds, the whole district pulled together for a fun Halloween weekend. Nine teams from five schools competed, including a team composed of LC sailors and friends from Western Washington University and the University of Oregon. Special thanks to former WSC summer coaches Martin Gibson, Quannah Green, and Thomas Hope for helping out with race committee.

On November 3-4, we brought a team to Sail Sand Point for the Fall District Championship. We battled rain and heavy, shifty wind both days. This was also the first regatta for our two crews, Ben Carsner and Margeaux Seiler, and the first time Charlotte Brownstone skippered at a regatta. Overall, we got some great practice with “survival sailing” and keeping up with the fleet.

Next semester we'll have more clinics and some team race regattas. We'll also be hosting a women's clinic February 16-17th and Team Racing/Women's Championships on April 20-21, so get in touch if you'd like to help out with housing or race committee for either event (sailing@lclark.edu).



Rules of the Road

by Craig Daniels

This is inspired by a protest I heard after an autumn Laser race. We weren't sure if B had rights or not because we were unsure if B was in position 1 or 2. If B is in position 1, then when B reaches the zone, A will be inside overlapped and be owed mark-room (18.2(b)).

But, if B was in position 2, then B is clear ahead and has mark-room (18.2(b)). I provide the numbers in the hope that you will pick up your rule book and read that rule.

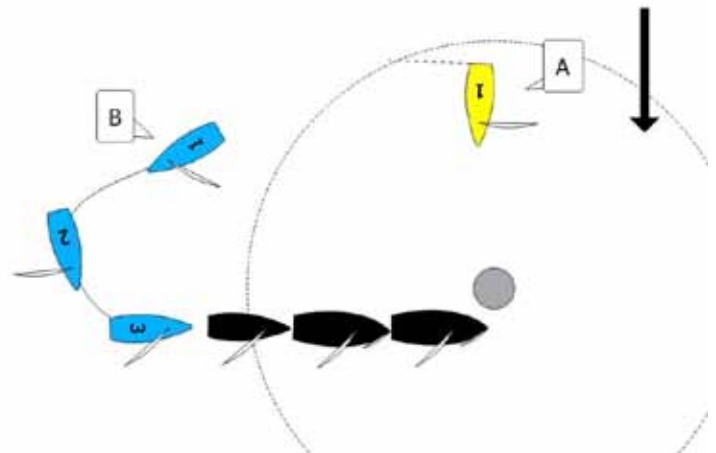
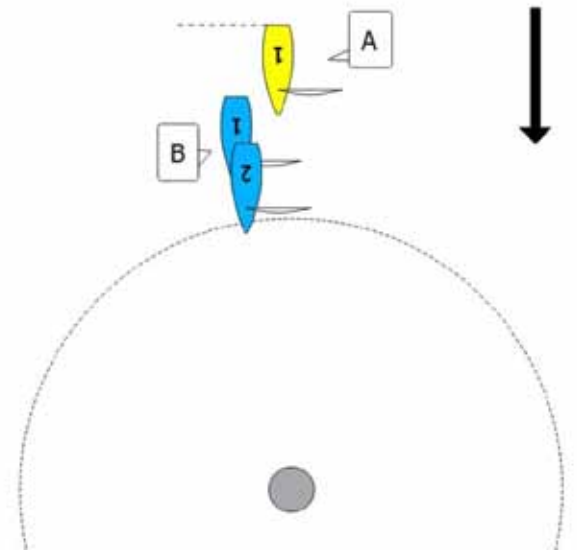
It turned out that whatever was true in the first diagram, B ended up maneuvering with some other boats (not in the diagram) and sailing out of the zone. She then approached the zone again. See the next diagram. And, note what the last phrase in 18.2(d) says: "Rules 18.2(b) and (c) cease to apply when the boat entitled to mark-room leaves the zone."

B had a Laser and two longer boats in front of her so she had clearly sailed out of the zone.

Notice the line extending from A's transom. By virtue of the angle she is sailing, B is definitely overlapped. A is then inside right-of-way boat per rule 18.2(b) because she is in the zone. A is inside overlapped.

So, B owes A mark-room. I wrote this article for two reasons: one, to make everyone aware that mark-room "turns off" when you sail out of the zone, even if you have not rounded, and, two, so you can see that A is inside of B, even though they are far apart.

So as to not leave you hanging on the protest, eventually there was contact between A and B. B was penalized.



Willamette Sailing Club

2018
Awards
Banquet

December 1, 2018
At Portland Yacht Club
Doors Open - 5:30 PM
Dress to Impress!
Please RSVP online at willamettesailingclub.com

If you have any questions, please don't hesitate to contact
Brandon at manager@willamettesailingclub.com



October General Membership 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), Dave Jursik (Rear-Rear Commodore), Brandon Roberts (WSC Manager), Arjan Duyvestein (Secretary) and approximately 50 members (sign in sheet on file). A quorum was present.

Update on the clubhouse: Toby

We have one building inspection left before asking for “Final” approval. The final piece of the puzzle is the completion of the fire suppression system. The system passed with temporary sprinkler heads in place. For final approval, the temporary sprinkler heads need to be swapped out and re-approved by the fire marshall. Once this is done, we can get our temporary building inspections. Before “Final” approval can be requested, the office has to be moved into the new facility, the trailer removed, internet connected, and foliage planted on the upper lot. Our ability to hold the X-mas gathering depends on getting the life-safety systems approved. We will keep everyone posted.

Approve the minutes of the April General Meeting: Toby

Walt Mintkeski motioned that we approve the minutes, Bill Conerly seconded. Vote: Minutes are approved.

Reports of Officers:

Rear Commodore: Crickett

The board apologizes for jumping the gun and posting a date for the opening party and then having to cancel it. This next time we are going to wait till we actually have approval. Look for a date soon in Telltales, but it may not be until early next year. We are planning a big opening party for all as well as a donor party. Volunteers are needed to help out. Please reach out to Crickett or Brandon.

Vice Commodore: Jim

Nothing to report.

Treasurer: Kevin

Nothing to report.

Secretary: Arjan

Call for pictures – Anyone who has pictures of the clubhouse construction, the old club house, or general fun pictures that would be fun to show in a slideshow during our grand opening celebration, please forward to Arjan or Brandon at secretary@willamettesailingclub.com or manager@willamettesailingclub.com

Fleet Captain: Rich

We only have two events left this year. The Turkey Regatta (Nov 17) is always a lot of fun, and we want to encourage everyone to come out and have a good time even if you don't plan on sailing that day. The other event is the Award Banquet which will be held on Dec 1.

Next year the race schedule will be more active, so we expect the night captains will be busy. The Al Morris Memorial Regatta will be the 1st weekend of August. We are planning to have the Thistles split off and sail their regatta during the July 4th weekend, which will open up Al Morris for more Laser sailors. The Lido Nationals will also be held here next year.



Port Captain: Jeffrey:

Jeffrey is recovering from surgery, but wanted to thank work party volunteers for all their hard work.

Reports of Fleets:

John Sturman – Lasers

Bill Symes is Laser Great Grand Master World Champion 2018 and is currently laser training in Mexico. The Laser fleet will be focusing on trying to get more youth involved next year.

Geoff Fanning – Lidos

It's been a great year for Lidos this year. We have 22 official Lido racing members and there may be more than that at the club. 13 people raced in the Spring, 13 raced in Summer-1, 12 boats in Summer-2 and 8 in the Fall season.

For the new skippers, there will be a Lido sailing 101 class in the spring. The Turtle Regatta will be 1st week in May here at WSC which will serve as the Lido Nationals event. We'll need some help from members to figure out how to house some of the traveling sailers with RV's. Six boats attended this years District's event - the top three in the A class, and top 3 in B, were all WSC sailors.

July 19 – 21 Lido Nationals will be held here. Measurements will be required so get those done.

Held a fun event at Timothy Lake, camping and sailing different boats, and having fun. Would love to see more sailors attend that this year as well.

Ben Cornett - Daysailers

The fleet has grown a bit this year and have more boats attend races. We are looking for someone to send out a weekly email to the fleet. Had a great turn out in Eugene Memorial Day Regatta and Al Morris. We have some boats available for new members, if they are interested. Some sailors have taken to trailering and doing some cruising – even if just for a single day. The fleet will try to build an email list around that as well and see if we can get more people interested.

Oscar Barney – Thistles

The Thistle fleet is always able to add to the fleet. Contact Oscar if you are interested, or if you are just interested in crewing. Next summer the club will host the Thistle District Championships (July 6th weekend) at Yale Lake. The Thistle Nationals are going to be returning to the West coast next summer as well, which is a large event, (60 boats this year) and a great opportunity to crew on a Thistle, even if you have never done that before.

High School and Youth Sailing:

Michael - HS Sailing

Very proud of all the sailors and how easy and hard working they are. The team has made great progress. The program has also grown significantly this year. Six teams participated in regattas this fall.

Matt - Optis

Spring and Fall programs are completely full, with a bit of room still available in the Summer program. Our most experienced sailor qualified for team US Team Trials this year. Free community sailing on Fridays (Spring, Fall and Summer) through funding provided by OYSF for three years.

Mitchell

Spring and Fall programs are completely full. Went from 3 Opti sailors in the summer to 13 in the fall. Learn To Sail (LTS) numbers are down a little bit this summer, but this seems to be a trend in the area. Adult LTS numbers are up by 32 from last Summers.



Club House financial update: Dave Jursik

The club took over for the contractor who was not able to finish the project, and had a long list of items that needed to be completed. John Gridley and Chris Bittner have largely borne the burden of completing that list and also fixing all the things that were wrong with the project. We are now down to just the sprinkler heads. All major permits, plumbing, fire alarm, sewage, etc. are complete. Final interior fire suppression is only outstanding item.

Club House expenditure to date	\$1,462,000
Remaining expected expenses	\$38,000
Planned total expenses at completion	\$1,500,000
Previously approved expenses	\$1,513,000

We hope to be below the estimated total expenditure when we are all done.

Q – How much was paid to the contractor? Was it the full amount we planned?

A – No, last payment was made about two years ago. Normal retention was also withheld from those previous payments (5%), which will not be paid due to incomplete work.

Dredging Update: John Gordon

Overview of the work that needs to be done for dredging. Approval consists of 3 strands: federal agencies (Army Corps of Engineers), state agencies (Oregon Dept of State Lands), and Oregon Department of Environmental Quality.)

Need to sample material and see if it is contaminated and submit the results. It is then determined where we can dispose that material. Options are the lagoon of Ross Island (requires clean soil), or main flow lane in Columbia River (next best option). Both federal and state agencies issue a permit. Contractor will help do the sampling and analysis. Contractor will do the actual dredging.

Q – What is the timeline?

A – Dredging planned for next October. Only certain work windows are allowed.

Q – Where are we going to dredge? What area needs to be dredged?

A – Entire lease area, as well as the area out toward the channel, to a depth of minus 7 feet. It is currently probably about minus 3 or 4 feet.

Q – Has a sampling company been hired? When will they take samples?

A – Yes, they have been hired and will do sampling in December.

Q – Is upland Ross Island not an option?

A – It doesn't look like a viable option at this time.

Q – Will these facilities have to be moved?

A – Yes, that is the plan.

Present and approve the budget for 2019: Kevin

The good news: we've used less of our original bank loan than anticipated and as a result have a smaller loan outstanding which will be easier to service. The bad news: we had to use some of our reserve funds to finish the construction of the clubhouse, and therefore have less held in reserves. We also have purchased a new set of 420s this year. Taken together, this means our reserves have not been funded as planned for about 2 or 3 years.



	Total Reserve(s) Balance
2015 year end reserve funds	\$ 459,294
2016 year end reserve funds	\$ 459,294
2017 year end reserve funds	\$ 510,940
2018 year end reserve funds	\$ 440,552

The club will need to look at several options for funding the dredging activities next year.

Q – How can reserve balance stay identical from year to year? What about interest on those?

A – Interest goes to operating budget and does not automatically get added to the reserves account.

Approved budget for construction was \$ 1,513,000. Total expected cost is \$ 1,500,000.

Approved Loan amount was \$850,000. Total actual loan amount is \$644,000. The gap was funded from our operating budget, donations, and reserves. Approx. \$ 856,000 of the cost of the construction project was borne out of our operating expense, \$141,000 of which we expect to spent this year.

Over the last 2 years we spent about \$ 102,000 on new C420's. We had a contribution of \$ 35,000 by OYSF and spend another \$67,000 from operating budget.

2018 year end forecast: Kevin

Ordinary Income	\$622,282.75
Other Income	\$49,046.64
Ordinary Expenses	\$(517,100.00)
Other Expenses	\$(224,618.00)
Net Income (Forecast 2018 year end)	\$(70,338.61)

We've spend \$70,000 more than we took in this year, which reduced our reserves

Q – What is the estimated cost of dredging?

A – The estimated cost is \$ 350,000 to \$ 600,000, which will depend on how contaminated the soil is. Once the soil has been tested, we'll know where we fall. But until then we have a large range.

Q – Does that include moving the club?

A – This is a bit of a wild card. We don't yet have a good grasp on this number, but will be included.

Q – Do we have a breakdown of the reserves that we held in the past?

A – Yes we can provide the previous breakdown of reserve allocations but did not do so for tonight's presentation. They are not fully funded.

Q – Those reserves were set up for use by each management. We can't just take money from those reserves.

A – These accounts are still there. The decision was made last year to use "cash on hand" to finish the club house instead of getting a loan, which is now where we find ourselves.

Q – You need to show the reserve accounts with nothing going into them to at least be transparent.

A – The reserve accounts are not actually separate accounts. It is essentially one large reserve account with portions of it designated to different goals. Due to the unexpected cash outlay for clubhouse construction expenditure, the total funds in this reserve are less than what had been anticipated.



Proposed budget next year: Kevin

Next year has some modest changes in fees, dues that are being proposed. The proposed budget for next year no longer has a construction expenditure, nor a C420 expenditure, so next year has a positive net profit, which can flow into reserves.

Q – How critical is it to dredge next year?

A – It's about 6" critical. We accumulate about 3 to 6 inches a year. We really need to dredge next year.

Q – What about dock replacement?

A – We will need to make a choice whether dock replacement has to be done or whether it can be pushed out. However, the window for doing dock replacement is during the winter. We need to figure out what projects can be funded this/next year. If the dock really needs to be handled this winter, the board will need to decide how we fund that project.

Q – Is there a reserve fund for dock maintenance?

A – No, this would need to be an operational expense. The Board needs to assess what the expense will be, and this may need to be done this winter.

Q – Is there a separate reserve for dock replacement?

A – No. It's all in one large account, but can be split up as the club decides.

Q – What are the expected expenses in the reserve categories?

A – Right now we would have wanted to have \$ 500,000 in dredging reserves. We will present the reserves in more detail in the next general meeting.

Motion was made to approve budget for 2019. A second was made. Discussion: None. Vote: Motion passes by majority. Three opposing votes.

Club finance overview and thoughts about the future: Bill Conerly

There is no current long term projection for the club. Last dredging costs were around 250K. The recommendation last time was to accumulate \$500,000. We are at confluence to two large costs: clubhouse and dredging. Bill will probably recommend a higher reserve account for ten years from now to cover new dredging at that time.

The construction loan converted to a permanent loan earlier than expected due to the slow construction and lack of draws. With normal construction progress and routine draws, we would have borrowed \$200K more, but now instead, we have \$200K less in reserves and \$200k less in debt. The loan we have has a prepayment penalty so we don't necessarily want to pay it off early. Rate is fixed for 5 years, after which it will reset. There will be a balloon payment due in 10 years.

Several options available at this point.

Find a new lender for about \$850K This option will incur fees, plus higher interest rate.

Secure a small line of credit/loan of approximately \$200K to get us through this hurdle, until our operating profits cover this shortfall.

Board could investigate whether there are a small group of members willing to loan the club money to cover the shortfall. This may give those members a higher interest rate than they could get at a bank, but still be beneficial to the club. (Bill's recommendation).

Bill is not happy about the shortfall, but is "comfortable" with the current situation, given the financial health of the club.

Q – When do you know when it's time to make a decision?



A – We have some upcoming small expenses for dredging, so we have a few months to decide. We will need to have a plan in place by spring.

Q – How much would the club want to borrow in option 3?

A – This would be a board decision but \$200K would probably work. Plus a little for the outgoing commodore.

Proposed Bylaw Changes: Toby

Board has made some recommendations to the members to try to improve the club, but this is for the club members to decide.

Toby reviewed the 4 main changes:

1. Give Midshipman the right to vote and hold one office on the board

Q – Is there a position on the board for Midshipman or can they hold an office?

A – There is no reserved position, but they can hold one.

Ben Cornett made a motion to accept the change as proposed. Seconded. Discussion: Vote: Approved unanimously.

Midshipman can now vote for the remaining items on the agenda. 3 midshipman were present.

2a. Delete unused membership categories for Training and Collegiate Members.

With new information about the purpose of these categories coming to light just this morning, this proposed change is withdrawn. (No change in Training or Collegiate Membership categories)

2b. Combine Associate and Non-Resident to create an “Inactive” Membership category.

Non-resident was for members who moved out of the area, but are planning on coming back and do not want new initiation fees.

Q – Is that the only reason they could be inactive; if they are not in the area?

A – No, you can be an Inactive member for several reasons (same as current “Associate” members), including moving out of the area.

Q – Part E of this section has a statement about not steering a boat in a race at WSC. What was the motivation behind that rule?

A – This part of the ByLaws is not changing, but if someone moved to Seattle, for example, but wanted to sail in Al Morris, they would be able to just as other outside sailors. But you could not participate as a helmsman in club racing without being an active member.

Q – Should it be amended it to be ‘series’ racing?

A – We don’t really need to change it because the operation policies override this particular section.

Motion made to accept the proposed change as written. Seconded. Discussion: None. Vote: Motion passed.

3. Annual dues increase of 3% per year for 5 years, to cover cost of living increase.

Q – Would the dues stay at the increased rate after 5 years?

A – Not unless the membership approved an extension. Future boards and members may decide otherwise.

Q – Perhaps this proposal should be a 3 year time frame instead of 5 years?

A – This is for the membership to decide.

Q – Is this related to the loss of reserves and buying boats etc?

A – No, it’s not related to the shortfall we currently have, but only meant to keep pace with cost of living.

Comment – I don’t think we should raise the rates every time we run into financial issues.

Comment – Agree with previous speaker that we need to keep this club affordable. Last increase was a large



increase because there had not been an increase in some time. The consensus was at that time that the membership would rather have a small increase each year instead of one large increase every so often.

Q – Did the Board also consider a one time one year increase?

A – Yes we did. But the thought that it needed to be brought to the membership each year, seemed problematic and cumbersome.

Q – Why outpace COLA? Why not do 2%?

Q – We also need to make sure that we can properly maintain this new facility. If it is determined that future increases are not required, the future leadership of the club can make amended proposals for approval by the membership at any time.

Comment – We also need to make sure that we replenish our reserves.

Q – How many would like to do a 3 year term or a 5 year term?

A – The majority seems to be leaning toward a 5 year term.

Motion was made to accept the proposal by the Board. Seconded. Discussion – No further discussion. Vote: Motion passed.

4. Changes to accounts receivables in section E

The \$500 limit for members who are in arrears is too low for the office to maintain, especially with members who have kids in programs, where the cost will be \$500 or more in one month.

The intent was to focus the rules more on members who are truly behind for more than 60 days. Not the member who has accidentally forgotten to pay a bill. Additionally the language has been adjusted to be more in step with today's digital environment.

Q – Why was the wording changed from “shall” to “may”?

A – To give the Board more flexibility.

A motion was made to adopt the Board late fee policy as provided. Seconded. No further discussion. Vote: Motion passes.

Proposed Operating Policy Changes: Toby

Operating Policy changes do not require a vote by the membership. Members are encouraged to contact a board member if there are policies they think need changes.

Changes included are the following:

Late Fee Policy to match changes in our bylaws,

Gets into more detail about accounts in arrears

Increase Work Hours from \$27.50 to \$30.00 per hour (Has not been changed since 2008)

Eliminate the \$125 fee for empty trailers and reduce to match a full trailer.

Fee Schedule Summary at the end of the policy section to match bylaws changes just approved.

Fee Schedule adjustments to match bylaw changes, change clubhouse pet policy.

Harassment and Bullying policies: Toby, would like to have the volunteers of the Sexual Harassment committee work with a few specific members of the club, review the policies, and revise how the policies are implemented and published, then advise the board on their findings and recommendations. Nothing will be published until this review is complete.



Redline versions reviewed.

Discussion:

Q – What is the motivation to reduce the cost of the trailers from \$125 to a regular cost?

A – The board felt it was not a realistic cost and the board wants to make it more equitable.

Q - Has anyone ever been charged the \$125?

A – No, this policy has never really been enforced. The new policy is intended to be more enforceable.

Q – Will owners of empty trailers be asked to remove the trailer if there is another boat that wants to come in?

A – Yes, that is the intent.

Q – I thought that my moorage pays for one spot, whether my boat is on the trailer or not.

A – Correct.

Q – What if you have wet storage for your boat and keep your trailer in the lot above? You'd then get double dinged to also store your trailer here.

A – Yes, but there are many other places you can store an empty trailer, and the policy currently reads that the owner should be charged \$125.

Q – Are the empty trailers in a spot?

A – Yes, all empty trailers should be in a spot, and therefore take up space that could be used to hold a boat (and trailer).

Q – What if I have a spot, and put three trailers on top of the others?

A – If one spot were taken up, then each trailer could potentially pay a portion of the spot.

Q – Membership is crucial. What do we do to make the club accessible for members who want to have a boat here? The board should get a committee together to decide how we can store more boats here

A – All those who want to be involved in this issue, please contact Toby.

Dues – Changes include adjusting language for new “Inactive” member, and closing up the 1 foot gap.

Comment – We should change work hour rate for missing a race committee assignment to \$30 to match.

Pet policy revision - Any one with objections or comments, please contact Toby.

Harassment Policy - At the April General Meeting, a group of club volunteers was formed to address this issue. This committee put together the language for the beginnings of a policy. Borrowed language was expanded to include member as well as employer relationships.

Introduction of New Members: Arjan

5 new members sworn in.

Honorary Membership approval for Jim and Helen Clevenberg: Kathy Sandifer

The membership voted to give Jim and Helen Clevenberg Honorary Membership status. Jim started sailing a Lido in 1967 in Oregon, and started sailing Lasers in 1998.

New Business

None

Good of the Order:

Toby Deming won the nomination and vote of the membership for dragging the pin away from Bill Connerly's “more than perfectly set starting line”, while being slightly over at the start. Toby tried to defend his actions, but the members felt the jacket was well deserved!

Adjournment 9:27pm



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
November 2018				1 HS Race Team 4pm	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17 Wild Turkey Regatta
18	19	20 Board Meeting 6:45pm	21	22 Thanksgiving OFFICE CLOSED	23	24
25	26	27	28	29	30	

December 2018						1 Annual Awards Banquet
HS Race Team - Fall High School Race Team O Race/ Green - Fall Opti Program						
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18 Board Meeting 6:45pm	19	20	21	22
23	24 Christmas Eve OFFICE CLOSED	25 Christmas OFFICE CLOSED	26 OFFICE CLOSED	27 OFFICE CLOSED	28 OFFICE CLOSED	29
30	31 New Years Eve Office Closed					





Willamette Sailing Club

PMB #122, 5331 SW Macadam Ave Ste 258, Portland, OR 97239

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