

Final

Willamette Sailing Club General Membership Meeting Minutes: April 29, 2021

By Rachel Patterson

Call to Order at 7:06 pm (Online Meeting)

Attendees: Geoff Fanning (Commodore), Kathy Sandifer (Vice Commodore), John Gridley (Rear Commodore), Mike Rees (Fleet Captain), Christine Stamper (Treasurer), Brad Grenham (Port Captain), Deb Postlewait (Club Manager), Rachel Patterson (Secretary), Matt Berger (Programs Manager) Members (36 online participants at 7:06pm) - Given current membership numbers a quorum constitutes 23 votes or more.

Call to order

Geoff called the meeting to order at 7:07pm

Introduction of our New Club Manager - Deb Postlewait

Welcome Deb Postlewait!

Deb has an open window policy - if her window is open, feel free to stop by and chat. E-mail is the best way to get in touch, manager@willamettesailingclub.com and from there you can set up a meeting if needed.

Approve Spring General Meeting minutes

Meeting Minutes can be found in the member area of the Website, no questions were asked about previous meeting minutes. Geoff Fanning moved to approve the meeting minutes from December, Tom McLaughlin seconded. A zoom poll showed 30 votes in favor of the meeting minutes and none opposed.

Officers Reports

Commodore - Geoff Fanning

Liquor license update. Dave Jursik negotiated the license with the OLCC. The purpose of the change to our license was to make it reflect how we are actually using the club.

Requirements – on-sale

- Alcohol can only be sold, served and consumed in the licensed premise
- Licensed premise is the club house (including balcony and walkway)
- Alcohol must be served by a licensed server, whether the bar is open or not

- 3 substantial food items must be offered for sale with the alcohol service

Alcohol consumption on the docks and grounds

- Cannot consume any WSC supplied alcoholic beverage outside of the licensed premise
- Consumption of member supplied alcohol falls outside of OLCC's jurisdiction and is subject to Portland City ordinance and Oregon Revised Statutes

Insurance

- Chubb policy provides liability coverage for injury and accident resulting from licensed alcohol service as long as :
 - WSC is adhering to the law
 - WSC has named licensed servers on the policy - this means all people who plan to serve alcohol at the club need to be named on the policy. Adding a OLCC licensed individual to the policy does not cost the club anything.

Question: Toby asks if it is allowed to have a beer in the upper lot after sailing.

Answer: Geoff - If you are inside the clubhouse you are in the OLCC premises, otherwise you can bring and drink your own alcohol.

Answer: Kathy - You can drink your own alcohol in the Clubhouse but the drinks must be opened by an OLCC server.

Vice Commodore - Kathy Sandifer

Policy for re-opening the clubhouse: a policy was developed in March but now that the risk level is back to "extreme risk" we cannot open the clubhouse at this point. The club is following the recommendations of the CDC and OHA. We are optimistic that we can open soon. The current policy is available in the member area. The CDC now states we only need to wear a mask if you are within 6 feet of someone else.

Deb Postlewait added that if kids are on the dock, please wear your mask. All of the kids are required to wear masks while in their programs.

Rear Commodore - John Gridley

Bill Connerly and John Olson and John Gridley have been looking into refinancing the club loan.

Status of Current Mortgage with First Interstate

- Balance **\$593,737.56**
- Interest rate **4.64%**
- Principle & Interest **payment \$3,596.63**
- No Prepayment penalty as of 1/1/2021
- Maturity Date of Current Loan 7/10/2027
- Balloon payment amount ~\$486k

Working on getting proposals on either **600K mortgage or 750K mortgage**

- Mortgage Lenders NW & Summit Mortgage
- 750K mortgage includes **3-50 K to payback promissory notes for dredging**
- The Mortgage Committee includes Bill Conerly, John Olson and John Gridley. Proposals will be presented to the board with recommendations
- Key required documentation needed for lenders to complete proposals are the 2020 tax returns which are expected to be completed in 30 days.

Information will be gathered and presented to the board. An impromptu member meeting will be held prior to the execution of the refinance. Be prepared to attend a meeting at that time. It will be short notice and prior to the Fall meeting. Keep an eye out in *Willamette Wind* announcing this meeting.

Treasurer - Christine Stamper

The net profit for 2020, prior to funding the reserve accounts, was \$122,000. The revised budget after the shutdown from the pandemic projected the club would net \$75,500. The additional \$46,500 profit was made by several factors:

- Programming made \$25,000 more than projected.
- The club received \$24,300 in Federal Aid from the Cares Employee Retention Credit.
- Most expense categories came in 10% under budget
- \$50,000 worth of savings from running with a skeleton staff and hundreds of volunteer hours.

Account	Original 2020 Budget	2020 Updated COVID Budget	2020 Actual
Income			
4100 - Dues and Initiation Fees	\$221,278	\$209,000	\$186,636
4200 - Program Membership	\$281,906	\$98,000	\$128,740
4300 - Moorage	\$146,850	\$130,000	\$126,544
4400 - Work Hours	\$50,500	\$50,500	\$34,899
4600 - Membership Development	\$8,000	\$8,000	\$3,318
4700 - Racing Fees	\$5,100	\$5,500	\$0
4800 - Hospitality Income	\$50,000	\$15,400	\$9,198
4900 - Ships Store	\$1,000	\$3,700	-\$70
Total Income	\$764,634	\$520,100	\$489,265
Expense			
5200 - Maintenance	\$22,900	\$22,900	\$25,210
5300 - Racing Expense	\$6,500	\$5,500	\$0
5400 - Membership Development Expense	\$16,850	\$12,900	\$8,851
5700 - Program Expenses	\$182,300	\$100,300	\$107,731
5800 - Hospitality Expenses	\$71,300	\$11,000	\$7,549
5900 - Safety Boats	\$8,500	\$8,500	\$2,015
5950 - Sailboat fleet	\$8,000	\$3,200	\$1,151
6100 - Advertising/Promotion	\$3,000	\$0	\$0
6200 - Membership Expenses	\$8,200	\$3,200	-\$424
6300 - Occupancy	\$77,700	\$90,700	\$88,797
6500 - Administration	\$40,075	\$40,075	\$39,701
6650 - Salaries Administrative Staff	\$39,300	\$116,000	\$65,897
6700 - Insurance	\$70,000	\$55,000	\$56,910
5100 - Ship Store Expenses	\$2,000	\$3,250	\$0
5223-00 - Bad Debts	\$4,000	\$0	\$5,603
5299-00 - Other expenses	\$5,138	\$2,000	\$0
Total Expense	\$640,463	\$474,525	\$409,839
Other Income 7000		\$30,000	\$42,687
Net Ordinary Income	\$124,171	\$75,575	\$122,113

Red 10+% under income/over expense
Green 10+% over income, under expense

- 2020 Budget was redone in Spring due to pandemic impact
- INCOME**
 - Dues/Init lower than budgeted. Actual is very close to 2019's \$184k
 - Programs out-performed their budget by a net of ~\$25k (\$43k if you count CARES employee retention credits)
 - Gross Income UNDER budget \$31k (but that's less than 10%)
- EXPENSES**
 - Dredging (\$422k) being capitalized/depreciated so not showing directly on P&L.
 - Most Expense categories came in 10%+ under budget (green)
 - BIG savings (~\$50k) by running on skeleton staff and hundreds of volunteer hours
 - Total Regular Expenses WAY UNDER BUDGET by \$65k
 - Other Income – details on next slide
 - Net of \$122k

This year, 2021, is off to a solid start. There is a net profit of \$38,000 so far, however, income and expenses do not come in evenly month to month. The budget projects a net of \$98,000. Christine predicts the club will exceed the projected income from the budget. The budget projections were conservative because, at the time, the club was preparing for another year of reduced programming due to the pandemic. By the Fall, Christine plans to create a monthly budget so the club can assess how it is performing throughout the year compared to previous years.

Question: Ron Runyan - Is the interest expense under occupancy?

Answer: Christine - Yes it is. Not sure if there is a better place to put it but that's where we put it when we budgeted for it.

Accounts Receivable: Last May there was \$134,000 in outstanding Accounts Receivable payments, \$119,000 of that was from overdue accounts. Christine was able to contact many members who were behind in payments and collect most of the dues owed. There were some accounts that had to be written off. Deb has been keeping up on accounts and the current AR balance is \$36,400; only \$7,300 of which is overdue.

Cash on hand: The current cash on hand is \$262,000. Historically, all cash has been kept together and not formally separated into reserve accounts. This pool of money made it difficult to see the amount of money available for long term projects. This year, \$100,000 will remain in the operating account and the remaining \$162,000 will be separated into reserve accounts.

Creation of Separate Reserve Accounts:

- presenter **Mark Sandifer**

Last year the club completed the dredging project and all reserves that we had were put toward that project. This year we are essentially starting over. But what amount of money do we need to put away each year to fund the reserves? A committee was formed including: Matt Berger, Brad Grenham, Mark Sandifer, and John Gridley.

Matt Berger looked into the amount needed for sailboat and sail replacement. Brad Grenham and John Gridley looked at the amount needed for docks and club house maintenance. Mark put together detailed spreadsheets to document the numbers. The amount of reserves needed to be put away each year are as follows:

WSC Minimum Reserve Needs			
Reserves Categories			
		Dredging (Target Year 2032 = \$720K)	\$ 60,000
		Facility/Ground/Dock - Maintenance & Upgrades	\$ 25,000
		Sailboats Replacement	\$ 23,000
		Motor Boats Replacement	\$ 12,000
		Total Reserve Needed	\$ 120,000

For dredging, the projected cost is \$720,000 and the next dredging year will be 2032.

The 420 fleet should be replaced every 5 years to get value out of the old boats and buy new boats. We currently have 5 motor boats, this budget projects that 1 motor will need to be replaced each year and the rest of the budget is for upkeep of the other boats. The whalers tend to live forever if they are maintained.

Resetting the system for the reserves: The ball of money in the bank accounts was confusing. The idea is to make it clear what money is reserved for each purpose. Four business savings accounts will be created and labeled with their respective purpose (Dredging, Facility, Sailboats, Motorboats).

In 2020 the club spent a total of \$409,951.87. There is \$262,000 remaining in the cash account. We will sweep everything out of that account except \$100,000 which will remain in the account for operating purposes. The \$162,000 will fund the reserve accounts as seen in the chart.

2020 Year End - Reserves - Reset Plan				
	Beginning Balance (Jan 2020)	Spent - CapEx 2020	Saved - Plan for 2020 - Move from Working Cash Accounts To Reserves	Reset 2020 Ending Balance on 4-15-21
Reserve Funds 2020				
Dredging (Target Year 2032)		(\$399,201.87)	\$100,000.00	\$100,000.00
Facility/Ground/Dock - Maintenance			\$30,000.00	\$30,000.00
Sailboats Replacement		(\$10,750.00)	\$20,000.00	\$20,000.00
Motor Boats Replacement			\$12,000.00	\$12,000.00
Total Reserves		(\$409,951.87)	\$162,000.00	\$162,000.00

2021 Proposed Reserve Budget				
	Beginning Balance (4-15-21)	Will Spend - 2021 CapEx Budget (Need Approval)	Will Save - Plan for 2021. Will move from Dec 2021 (Approved Net Income Budget \$98,000)	Budgeted Ending Balance 12-31-21
Reserve Funds 2021				
Dredging (Target Year 2032)	\$100,000.00	(\$3,500.00)	\$50,000.00	\$146,500.00
Facility/Ground/Dock - Maintenance	\$30,000.00	(\$12,000.00)	\$20,000.00	\$38,000.00
Sailboats Replacement	\$20,000.00	\$0.00	\$16,000.00	\$36,000.00
Motor Boats Replacement	\$12,000.00	(\$9,000.00)	\$12,000.00	\$15,000.00
Total Reserves	\$162,000.00	(\$24,500.00)	\$98,000.00	\$235,500.00

2020 Starting Over

Member VOTE

Will sweep all but 100k from working cash

In future years, the sweep into the reserve accounts will occur in January but for this year it will occur as soon as the accounts are created.

Matt Berger, John Gridley, and Brad Grenham discussed what they would need to spend from Capital Expenditures in 2021 and came up with the numbers in the

second column of the chart. The vote to approve this Capital Expenditure spending should have occurred last November. The numbers were not ready at that time, so the membership needs to vote on this now. There will not be a sailboat or sail purchases this year. There are a few more expenses from dredging that may come in, the facilities work that Brad is planning and will discuss later in the meeting. The \$9,000 will be used if a whaler motor needs to be replaced. The membership will vote on approval to spend the \$24,500 from Capital expenditure.

Mike Vankirk - Will the \$12,00 come directly out of the savings account or does it come out of the operating budget?

Mark Sandifer - For tracking purposes, even if there is enough money in the operating budget, the money will be taken out of the reserves so we can visually see where that money went and more easily track the purchases.

The 2021 budget projects that at the end of 2021 the club will make \$98,000 so the reserve breakup is based on that projected net profit.

VOTE -Due to technical difficulties, polling in zoom was disabled so a vote was taken verbally. Geoff Fanning moved to approve the spending of \$24,500 from Capital Expenditures for the year 2021. Rachel Barney seconded. All members stated "aye", none were opposed at the request of stating "nay" if opposed.

Arjan Duyvestein- Question - The loan that the club took out from the three individual members - what is the plan for repayment of that?

Christine - That is in the budget as interest only under occupancy.

John Gridley - The refinance committee is looking at options such as adding those loans into the refinance or paying one of them off with the reserves and bundling the other two in the loan.

Geoff Fanning- We are hoping to consolidate our debt at a lower interest rate and we are ahead in our reserves because of those loans.

Analysis of WSC Program's Effect on Profit and Loss of the Club

- Presenter Mark Sandifer

One of Geoff Fanning's goals as commodore was to determine the financial impact that "WSC Programs" have on the Profit and Loss of the Club. A

committee was formed including members: Mark Sandifer, Geoff Fanning, Dave Pickett, Matt Berger and Dave Jursik. A group that represented both “Fleets” and “Programs.”

The objective was to develop a simple repeatable method to evaluate the profitability (or burden) of the WSC Programs. “Programs” consisted of all sailing school and camp activities (revenue and expenses). “Fleets” were all the other activities of the club. A standard QuickBooks Profit and Loss statement was used for the base numbers for the analyses. This analysis can be done on any selected period of P&L numbers. Thus, it can be done on mid-year, past years or future budgeted P&L’s. The analysis included the impact of Revenue, Expenses, and Capital Expenditure (Reserves). The intangible value of the programs was not included in the analysis. The membership recognized this value does exist, but this was a straight accounting exercise. The analysis was done on an “Incremental Value” basis. This means it only looked at the change in profitability of the club if the Programs did not exist. Thus, “Programs” cost was not burdened with any fixed costs that would exist if programs did not exist i.e. dredging, clubhouse, docks, etc. Fleets would have these costs no matter what.

The method used was to divide each General Ledger (GL) line by percentage for what went to “Fleets” and what went to “Programs.” For this analysis, the 2020 QuickBooks P&L as of January 27, 2021 was used. This was the best representation of a normal year that we had in QuickBooks in the format needed to do the analysis.

The results were as follows:

	WSC P&L Jan - Dec 20 (As of 1-27-21)	Fleets P&L	Programs P&L	Programs Share of Total (%)
Total Revenue	\$ 490,323	\$ 330,661	\$ 159,662	33%
Total Expense	\$ 420,464	\$ 262,313	\$ 158,152	38%
Gross Profit	\$ 69,859	\$ 68,348	\$ 1,510	2%
Net Other Income/Expense	\$ 45,625	\$ 18,334	\$ 27,291	60%
Net Profit Before Reserves	\$ 115,483	\$ 86,682	\$ 28,801	25%
Minimum Reserved Needed	\$ 120,000	\$ 87,400	\$ 32,600	27%
Net Profit After Min. Reserves	\$ (4,517)	\$ (718)	\$ (3,799)	84%

Overall, the net profit from Fleets and Programming after reserves was very similar to each other. Programs have a higher potential of revenue growth after COVID has resolved due to ability to increase classes. The original expected income (based on the 2020 budget prior to the COVID shutdown) from programs was \$280,000. It is expected that there will also be more expenses if there are more classes but the fixed costs won't change and basically, in a year interrupted by a pandemic, programs pretty much broke even. Future 2021 year-to-date or year-end can be pulled from QuickBooks and analyzed.

Dave Jursik pointed out that the programs were able to generate enough income to cover the cost of the reserves that it needs for sailboat replacement and that's during a year affected by a shutdown and limited class sizes due to the pandemic.

Matt Berger pointed out that program expenses cover both the salary of the Head Coach and Program Director's salary. Two of the three full time staff members at the club.

Q: Geoff Fanning - When we get donations to support programming or Grant's through OYSF, where do those show up in the chart?

A: The donations and Grants from OYSF show up in the "Net Other Income/expense line."

Fleet Captain - Mike Rees

There are currently 58 boats registered for club racing. If you haven't registered yet please sign-up on the website! The Club was founded for this purpose. Mike held two clinics in March for Night Captain and Safety Captain training. If you want a private lesson for the Race Committee, Mike will arrange for it to happen. Mike reminded everyone that there are club loaner boats available so not having a boat is not an excuse. A club Lido, Daysailer and Thistle are available to borrow after a check out by Matt Berger is completed.

Mike needs more race committee volunteers - if you are not racing you are still welcome to sign up for Race Committee- it's a nice evening out on the water. If you want to complete all your work hours on one project you can be the race committee wrangler - help Mike Rees organize race committee and remind race

committee volunteers that they have signed up.

Mike is also offering a hand in boat maintenance as well, he has a tire iron, a jack, a buffer and a pressure washer and he would be happy to help fix them up. Let's make our fleets look ship-shape.

The campsite for Al Morris is booked for July 31 and August 1. There is not 100% guarantee that the campsite will be open but we predict that Al Morris will happen. Watch for the NOR in your email.

Port Captain - Brad Grenham

Work hour skill and interest survey - if you missed it, there is a link in the member area of the website under Work Hours. The philosophy of the work hour survey is to assemble teams to work on projects that can't be completed in a 3-hour Saturday work session and allow members to work on projects that they are interested in doing. The Skills survey consisted of 65 different categories and members rank themselves on a continuum of not interested/no skills to very skilled/professional. The survey showed that we have members who are very skilled/professional in 61 of the 65 skills. It shows the amount of resources we have at the club. The skill categories included construction, grounds and landscaping, boat maintenance, IT, finance and office, legal and compliance, security, media, events, photography etc. The survey was also a great brainstorm for projects that members thought needed to be done. Those ideas have all been collected and put on a list.

One requirement that we had to meet to get the permit for the clubhouse was to take out all the blackberries and other invasive species on the bank and replant it with native plants. There is a team of 3 members that are in charge of keeping the blackberries in check and replanting the area. Peter De Vry will meet with "Backyard Habitat" to get some ideas for the most durable native plants to plant on the bank.

There is another group that is in charge of watering throughout the summer. Another member signed up to prune the smaller trees. There is a group assembled to paint the south side of the clubhouse. There is a group, including one of the high-school members, that is working on remaking the vinyl sign and a carpenter who will make a wooden frame for it. Brad is getting some technical advice from members as well, he has spoken to a member about paving and

another member who runs security at a large company to improve security cameras at the club.

If members have physical limitations, there are desk tasks to be done and Brad still needs some members to help with the watering.

Work days are Saturday mornings on the 2nd Saturday of the month. There was a large turnout at the first two. Brad will publish a list of the tasks and tools needed for the work party in the *Willamette Wind* prior to the work party. The club does not have enough tools to keep everyone occupied during the work party so it was very helpful to have the members bring their own tools. One member brought an entire toolkit and cleaner to clean the gas grill. Some members brought fishnets to clean up the styrofoam balls floating around the docks and others brought trimmers.

Projects in Progress:

The upland lighting - Walt Mintkeski and Ted Drayton have installed two lights just above the ramp where it starts to incline, illuminating a dark corner of the docks. There are five light poles in the upper lot and two of those lights do not work. Five new Atlas 3000K LED night sky/neighbor friendly lights are on their way to replace the lights on the poles. The club received an \$800 Energy Trust incentive because these new lights will save 50-60% energy consumption compared to the old lights. These LED lights focus down instead of out and Brad has ordered shields so that the lights don't offend the neighbors. The lights should pay for themselves in six years.

Projects on the Horizon:

Longer term projects include adding security cameras, adding dock floatation in low spots, adding sound absorbing panels in the clubhouse and re-paving.

Secretary - Rachel Barney

A proposal to change the Bylaws for Honorary Membership was deferred to the Fall meeting due to the changes not being announced to the membership in the proper amount of time, at least five days prior to the meeting, as defined in the Bylaws.

Two long time members were granted a one-year Honorary Membership.

The first was Tom Beckham who was one of our Charter Members at WSC, meaning he was one of the original members at the club. He was our commodore in 1963. Geoff Fanning moved to accept Tom Beckam for a one-year Honorary Member, Walt Minkeski seconded. A zoom poll followed showing 28 members accepting the membership and none opposed.

The second Honorary Member was Dan Winchester. Dan was commodore in 1983. He has been a hugely busy volunteer for WSC over the years, helping with visioning for the clubhouse replacement, dredging, the upper bathhouses, moorage organization, and numerous other projects. Dan was deeply involved in the Thistle class, including the legendary 2002 Thistle Nationals at Fern Ridge. He was chief measurer for the Thistle Class Association during the year of the “floating tack cringle.” He was also involved in the beginnings of Northwest One Design, the local Thistle builder. His designs for Thistle trailers and rigging are still in use. Mike Reese moved to grant Dan Winchester Honorary Membership, Walt Minkeski seconded. A zoom poll followed showing 27 members accepting the membership and none were opposed.

Fleet Reports

Laser Fleet - John Sturman

- Many new Laser sailors joining the WSC fleet!
- Laser Class 50 years worldwide events Sept 11, 2021 (ilca50.com sign up)
- Winter series: 8 involved, 28 races over 6 of 8 weeks. Ollie Kunz 1st, Dave Jursik 2nd, Rob Hodson 3rd.
- Travelling WSC sailors:
 - Florida Masters Feb 3rd Masters Midwinters, 7th Midwinters East - Rob Hodson
 - Puget Sound Spring Regatta- Dave Jursik
- Spring Series: 17 boats participating. Please sign up for Race Committee!

Lido Fleet - Tom McLaughlin

- WSC Lido fleet began its rise from the COVID-19 ashes toward a fun, active sailing season.
- So far, our Fleet 25 has 23 paid up members on the National and local level. (Check the web “lido14class.com” for a trove of information.)
- Opening day saw the Lido as the largest racing class, so we are off to a very good beginning. While the light air dampened the sailing, responsible socializing resumed on the dock.

- The Al Morris regatta on Yale Lake is shaping up to be the big racing event of the summer. It is also the NW Lido District Championship, and we are excited to host Lido sailors from many surrounding fleets.
- We are also exploring ideas to encourage less active Lido owners to get on the water, both racing and day sailing.
- See you all Wednesday nights!

Daysailer Fleet - John Olson

- Growing number of boats coming out to race (9 last Wednesday!)
- Thom Block launched a WSC Day Sailer message board
- Looking forward to racing and building the fleet in advance of . . .
- July 2022 North American Championships Fern Ridge Reservoir, Oregon

Thistle Fleet - Mike Rees

- Vancouver Lake is cancelled.
- EYC Memorial Day is delayed to July 10-11. (Districts.)
- WSC Thistle Regatta at Yale Lake is July 17-18.
- Nationals at Cleveland will be huge. It is sold out.
- 2022 Districts, Sequim Bay Yacht Club, August 21-22, 2021. Because 2022 nationals are in May
- PCCs at Sand Point, Idaho, Labor Day weekend, Sept. 4-5
- 2022 Nationals in Jacksonville in May.
- Use that loaner Thistle!

Sailing Director Report – Matt Berger

- SailCube fundraiser was a success. Thank you donors!
- New RS Fevas thanks to Siebel Sailors Program. Go middle school team!
- Spring and summer programming is on track and very popular
 - Summer Programming
 - New registration SquareSpace site
 - Summer will be staggered and reduced group sizes again due to COVID, but will be supplemented by increased private lessons and community sailing
 - Hosting NWYRC development regatta (July 10-11) and Sears qualifier in Thistles (June 19-20)
 - Spring Programming
 - Record numbers for spring teams (at COVID capacity)
 - Added Middle School team with Siebel Fevas
 - HS team placed 2nd at first regatta in Bainbridge and tied for 2nd at team race regatta in Olympia
- New Marine Board Regulation- As of May 1st the water from Willamette

Falls to River Place Marina is considered a pass through zone. No tow sports are allowed to tow in this zone. We want to treat it gently, not be the enforcers. We want to be the image of why this regulation was made. Matt will be talking about implementation and signage with the Marine Board this week.

Seibel Sailors Program - Matt Berger

WSC was chosen to be 1 of 4 Seibel Sailing programs in the Pacific Northwest and 1 of 20 in the entire US. US Sailing started the program with a donation from Tom Seibel. The purpose was to start community sailing centers focused on diversity, equity, and inclusion in the sport of sailing. The program is geared toward middle school aged kids.

Six RS Fevas were brought to WSC to run the Seibel programs. The club is able to use the RS Fevas in all WSC programs and is required to run several Seibel programs per year. WSC pays one dollar per boat for 2 years; after that, the club owns the boats.

The First Seibel clinic was hosted last weekend. Michael Cornew, was here to help run the program "Girls at the Helm". Eight girls participated. All were members of our highschool and middle school team. Our two high school captains are both women this year.

This year Michael Cornew will help run all the Seibel Programs at the sailing club, next year it is up to WSC programming to run the events. There are a ton of benefits to being a Seibel Sailing Center including coaching and training support from US Sailing for our coaches.

May 15th is the Steve Williams regatta. US Sailing will be here to check out our facility. The National Director and the Youth Education Manager of the Seibel Sailing Program will be at our club observing the regatta.

Matt is happy to answer any questions about the program. Feel free to contact him at director@willamettesailingclub.com

Introduction of new members

Dick Jaffe

Chip Bratcher

Ryan Niland

Alex Mondale

Clair Johnson
Martin Gibson
Matthew Russell
Alec Drummond
Andrew Stewart

New business

No new business to discuss

Good of the order

John McCoy was nominated for running aground on the mud flat that has been there for years. Such a seasoned sailor shouldn't be found in the mud. Mike Rees moved to give John McCoy the "I Goofed Jacket", Kathy Sandifer seconded. All were in favor.

Adjournment