

February 2017

From the Front

From the Rear

Repower Blues,
Part Deux

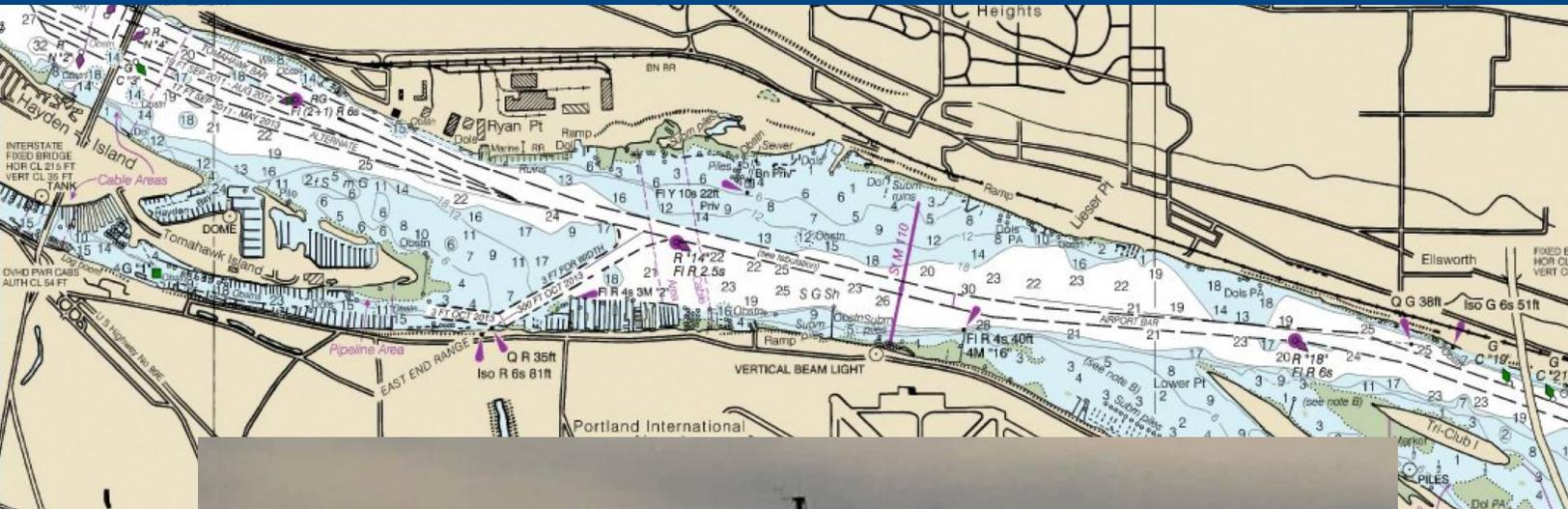
Racing Rules: Protests
and Risk Management

Fleet Night

February 2017
SYSCO Board Minutes



Small Yacht Sailing Club of Oregon STARTING LINE



UPSTART racing on Feb 12. Photo courtesy of Vicki Carmam.

From the Front

Bruce Newton, Commodore

This is the time of year for planning. Most skippers are assembling their racing team calendar, deciding which early season events to enter, maybe beginning the search for new crew, picking practice dates, etc. Fleet Captains will soon be sharing the assigned dates that your Fleet will be serving as Race Committee. Be sure to put those dates on your calendar so that you have the option later in the year to volunteer for Race Committee. Please encourage your crew to do the same.

Thinking about planning, your Board of Directors is looking for things we can do this year to better support our members and the sport. We are kicking around some ideas and it would be great to get your input. Some of the ideas are as follows:

- Expanding social opportunities (how can we facilitate more social events; can we schedule informal post-race socials; how about fleets hosting post-race parties; on the docks, the lawn, or at a pub)
- Growing the sport (how can we expand sailing; how can we work better with other organizations; how can we encourage non-racing boat owners to try racing)
- Youth sailing (can we provide opportunities for youth racers that race dinghies to experience keel boat racing; what about the Sea Scouts)

Any ideas or feedback would be greatly appreciated. Contact me at commodore@syscosailing.org or 503.806.6625.

Jacqueline Pitter, our intrepid newsletter editor, has initiated an effort to better use social media starting with a new Facebook presence. You can find the new SYSCO Facebook page at <https://www.facebook.com/syscosailing/>. We hope to see useful and entertaining content published from the page including photos (possibly even your own sailing pictures if you tag our Facebook page in your photo posts), and reminders for upcoming events. If you are so inclined, please “Like” and “Follow” our page, and share any content out from it with your friends. If you are interested in being a part of SYSCO's refreshed social media effort, we are forming a small workgroup that so far consists of Jacqueline, Nat Powning, and our webmaster Dale Mack. If you would like to help, please contact Jacqueline at editor@syscosailing.org or drop a message to the SYSCO facebook page.

This issue of the Starting Line includes an article on the rules in practice by Craig Daniels. Many know Craig as the skipper of the Cal 20 For My Girls. Craig is also one of the certified U.S. Sailing Judges that hears protests in the Portland area. Craig has indicated that he plans a series of articles and we look forward to additional ones in the future.

This year we have newly revised Racing Rules of Sailing. These rules are revised every four years and the entire world must abide by them. As has been done for prior revisions, the Portland sailing community is bringing renowned expert Dave Perry to town for a one-day Rules & Tactics Seminar that covers the racing rules (new & old) and related tactics in a case-based curriculum so you'll understand your rights, obligations, and tactical options whenever boats meet. This is a great opportunity to get acquainted with the rule changes for 2017-2020. The seminar is on Saturday, February 25, and there is also a mock protest hearing the night before. Visit sailpdx.org to register. Fliers for this and other upcoming events can be found in this newsletter.



Exciting PHRF start during the Feb 12 Sailing on Sunday race. Photo courtesy of Nat Powning.

From the Rear

Nat Powning, Rear-Commodore

I'm a strong believer that everything will be automated before long. Or, at least, it will be possible to automate anything. Hopefully we'll still be involved but the last necessary job might be writing software, and even that will be eliminated eventually.

This notion has been creeping into the sailing world for decades replacing things like manual navigation with computers and hand steering with wind-vanes or autopilots. Similar to self-driving cars, boats that trim their own sails and even make tactical decisions on a race course now exist. There are regattas where small versions of these boats compete all on their own, and sailing drones are crossing the oceans collecting data. In our back-yard you may be familiar with Otto, who joins almost every committee to handle timing and audio signals during start sequences. Autonomous regatta horns have been around for a relatively long time but, especially in the last few years, technology is getting more involved in every aspect of race management. It was rather enlightening to recently observe a class full of soon-to-be certified Race Officers attempt to manually score a mock regatta. We wouldn't imagine doing so on paper today but that's how it was done for nearly the entire history of yacht racing.

Is this all good, or bad? In the case of Otto and Sailwave, which SYSCO uses for scoring, additional people would be necessary. Valuable people that are increasingly difficult to recruit primarily because everyone would rather be competing. So, what if we were to automate all the jobs on Race Committee? A concept that's really not that far-fetched when you think about it. As is being proven by the new reality of robot cars, technologies like rapid image analysis and lidar make it possible for software to locate and identify objects (such as competing vessels) very accurately. Flying drones could even be deployed to eliminate visibility issues that come with crowded start and finish lines. Building hardware to handle visual signals wouldn't be a complicated task and there's actually a company working on drone marks that go to and stay on station automatically. The inevitable mistakes made by humans on the RC would eventually be a thing of the past and everyone gets to race!

To learn about how close to reality this is jump online and read up on some of these incredible initiatives. SailBot is an annual regatta of 100% autonomous boats on small courses that's been taking place since 2006. World Robotic Sailing Championship is another similar competition. The Microtransat is an ongoing challenge to have robots sail across the Atlantic. Marksetbot is a developing product that will automate mark placement. And, I'll bet we'll see commercial products for automating visual signals soon. Among the

dozens of other ideas I'll likely never have time to produce is software that determines results based solely on video footage of the finish line.

Until then it's back to diaper changes and boat yoga for me.

-Nat



Panama Red enjoying the sun on Feb 12. Photo courtesy of Nat Powning.

Upcoming Dates to Remember

CYC Sailing on Sundays

Now – Mar 5

Safety at Sea Training

Feb 18 - 19

Dave Perry Rules Seminar

Feb 24 & 25

CYC Pray for Wind Party

Mar 4

SYSCO Race Clinic

Mar 9

SYSCO Daylight Savings Dash

Mar 12

RCYC Frostbite Regatta

Mar 18

Repower Blues, Part Deux

Tod Bassham

The 350-lb engine tilted, swayed and then levitated off the sole, swinging from chains hooked into a beam over the companionway. Gently we eased the engine inch by inch into the newly refurbished engine compartment, and started lowering it onto its new beds.

Then a wave from a barge came rolling through the marina, and the boat began a slow 15 degree roll from side to side. There was a second of inertia before the cast-iron engine began swinging like a bell in a belfry, gathering momentum with each gyration. Thankfully, someone had gotten out a few inflatable fenders “just in case.” Hastily shoved into place, the fenders kept the iron beast from bashing through the port and starboard bulkheads or, worse, breaking off the engine thru-hull in the engine pan and sinking the boat.

Ah, the tribulations of repowering afloat and on the cheap. It all sounded so simple a few months ago: replace the old stinkpot with a new efficient engine, learn a little bit about boat systems, maybe acquire some barked knuckles and a few more swear words along the way, but nothing, surely, could go much wrong, could it?

Perhaps not, if the repower were done ashore, in a warm boatyard shed, out of the winter weather (see Repowering Blues, Part I), and performed by someone who knows his socks from a socket wrench. These pleasant suppositions are not the present facts, however, so let us return to reality.

Once the wave had passed, we lowered the engine onto its new beds, only to discover that the engine feet were too close to the bed edges for safe bolting. After much discussion, we decided to wedge the engine into place, take off the feet, weld extensions onto them and try again. We also discovered that the stainless steel high-rise exhaust riser did not clear a wood beam spanning the aft end of the compartment. Off the riser goes to the welding shop for modifications.

Since engine work was on hold, we turned to peripherals. Tracing the exhaust hose back under the fuel tank, up through two bulkheads into the aft lazarette, we found a significant kink in the gooseneck loop, obstructing half the hose, as well as the fact that the exhaust hose had been routed on top of one of the air inlet hoses, crushing the latter. Suddenly we had new insight into the former engine’s smoking and overheating issues. From the faded French writing on the exhaust hose, we surmised that it was the

original, circa 1985. Clearly, a new hose was in order, as well as a spiffy plastic Vetus gooseneck/muffler to avoid kinks and air hoses.

At the other end of the engine we decided to fix some shortcomings in the raw water strainer, which on the old engine had been mounted below the waterline, with a clumsy and improperly located anti-syphon valve and lots of looping hoses obscuring access. There was also no easy way to winterize the engine. Our solution was to mount the strainer on the bulkhead above the waterline, relocate the anti-syphon valve where it belongs (between the exhaust manifold and the exhaust riser), and buy a special cap for the Groco strainer that comes with a nipple, perfect for attaching a hose for winterizing. A satisfying solution to a minor irritation.

As of this writing, the new welded engine feet have arrived and the engine is now bolted firmly to its beds. All that remains is hooking up a few trivial hoses and wires, which we confidently expect should present absolutely no problems. (“What! The control cables need to be replaced? They have to be routed underneath the fuel tank? I’m not crawling under there, it’s your turn...”).

To be continued.



Photo courtesy of Tod Bassham.

Racing Rules: Protests and Risk Management

Craig Daniels

Here is the first in a series of articles about the rules for our SYSCO newsletter. This is an updated version of an article I wrote for the Cal 20 newsletter a couple of years ago. In general, this series will focus mostly on the rules, but in this first article I also want to talk about the reasons for differing stories among the protestor and protestee, risk management on the race course, and how protest hearings are structured.

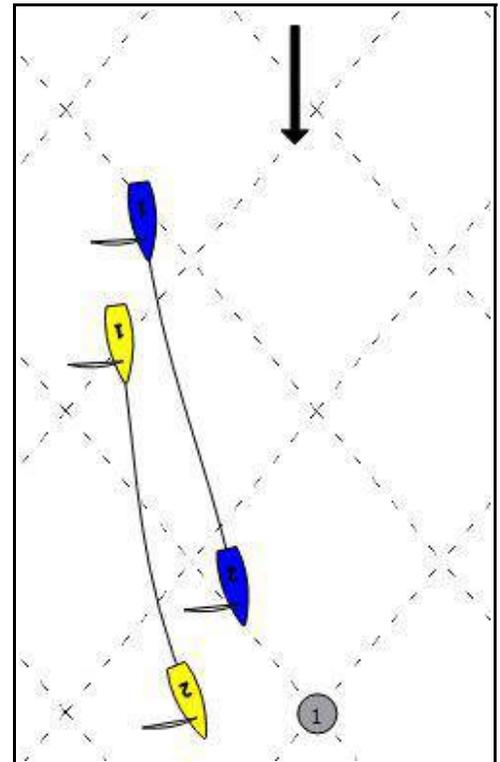
Making good decisions on the race course means risk analysis, so if you see a rule situation arising, it is useful to ask yourself whether the risks of getting involved in the situation are worth the potential reward.

In November 2015, I was a judge at an event sailed in Lasers. The protest I will share from that regatta highlights several rules and the interaction of the rules and risk management while sailing a race, and includes a bit about human behavior.

Here is a drawing of the beginning of the situation:

Blue is clear astern and Yellow has mark-room rights, but there looks like there might be room for Blue to slip inside. If you were Blue, would you try to get inside or not? Why? Think about the risk-return ratio. If you make it, you gain a little. If you don't, you will have to do a 360 or 720, depending on the rules.

I want to highlight something else too. Being a judge, I notice that people on different boats have differing perspectives. They may actually see different things, and memory can be faulty. Sometimes competitors believe that the other skipper is lying when he or she isn't. This protest is a lovely example of how the two fairly different stories can both be true.



The judges on the protest committee need to decide the most likely scenario from the testimonies heard, called "Facts Found," and then decide who broke which rules, if any. We heard testimonies from three people: Yellow--the protestor; Blue--the protestee; and a witness for Blue.

Since Yellow was the protestor, he went first: “At the zone (three boat-length circle), I was clear ahead of Blue. I had a little trouble making a good rounding. After I passed the mark by about half a boat-length, while pulling in my main, I felt a bump on my back and looked to windward and saw Blue. I headed above close-hauled but not above head-to-wind. I yelled, ‘Protest’.”

Blue’s testimony: “I agree that Yellow was clear ahead at the zone. I saw space next to the mark and decided to head inside of Yellow. As I rounded the mark I started pulling in my mainsheet, which fully occupied my attention. The next thing I noticed was the skipper of Yellow leaning over. He tapped my boat with his hand and said, ‘Protest.’ Yellow was not in his normal sailing position, and Yellow had headed up above close-hauled.”

Blue also came very close to saying that Yellow had exhibited unsportsmanlike conduct and pretty much felt that Yellow was lying in his testimony. At this point the head judge talked to both parties a little bit about respecting each other's viewpoint.

The witness was called by Blue. The witness said that he was behind and to leeward of both Yellow and Blue when he was rounding. He was so busy that he actually didn't see anything, but he did hear a bump. I asked the witness if he could describe the sound of the bump. I was curious if it sounded like a hull hitting a life jacket or a hull hitting a hull. He said he was too busy to be able to tell.

After questions, the parties left so that the judges could decide what most likely happened and declare the Facts Found. On the surface, it appeared as though we had two very different stories which disagree completely with each other. But, after some discussion, we decided they were both correct. Here is how:

Wind and sea conditions: 15 knots of wind and 2-3 foot wind waves. This is important as it meant that both parties were very busy when rounding and the water and wind were creating noise. Yellow was clear ahead at the zone and at the mark. Yellow swung wide of the mark and left one boat length of room inside. Both Blue and Yellow were very busy with their roundings. Blue came through inside of Yellow. Yellow headed up to close hauled. Blue was moving faster than Yellow. Blue bumped into the port side of Yellow near Yellow’s stern. Blue was too busy to notice so the bump must have been slight. That is probably what the witness heard (it was too windy for the witness to have heard a bump into a life jacket). Then Blue’s boat slid up and bumped Yellow’s lifejacket. Blue was busy and the bumps were light so Blue didn't realize he had hit Yellow.

Yellow was so busy that he didn't feel the boat-on-boat bump but did feel a bump on his lifejacket, and turned in surprise to say "Protest." He reached out as he turned and touched Blue since Blue was so close.

We will never know exactly what happened, but the above scenario fit the testimony, so the judges decided we would base our Facts Found on it.

Let's pause a second and notice that neither skipper lied; they both just noticed only part of the incident. I encourage all of you to be aware of that the next time you discuss a rule violation with another boat, whether you are in the protest room or not. Remember, too, that our memories are faulty.

From the above, we came up with our Facts Found. They should only contain information relative to the decision.

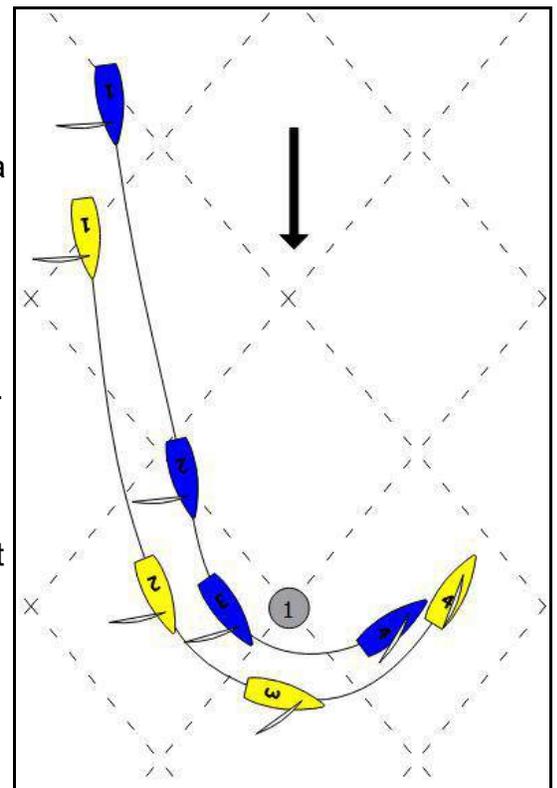
Facts Found: 15 knots of wind and 2-3 foot wind waves. Yellow and Blue were sailing downwind on port tack. At the three boat-length circle, Yellow was clear ahead of Blue by half a boat length. Both boats rounded the mark with Blue astern of Yellow. Yellow was on a close hauled course, Blue was slightly below close hauled. At half a boat-length past the mark, Blue became overlapped to windward of Yellow. There was contact between Blue's bow and Yellow's life jacket. There was no damage, and neither boat did a 720 degree turn to exonerate herself.

Here is a drawing to go with the Facts Found:

Given those Facts Found, here is the process we used to arrive at a conclusion:

First, was rule 18 in effect? If you have a US Sailing rule book, it would be good to find these rules for yourself as we go through this.

It was in effect before the rounding, and here is why: SECTION C, AT MARKS AND OBSTRUCTIONS "Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them." So, rule 18, which is part of Section C could apply.



Next: 18 MARK-ROOM, 18.1 When Rule 18 Applies: "Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the zone. However, it does not apply ... "

You should read the exceptions and see that they didn't apply. So Rule 18 did apply, but was it still in effect when the incident occurred?

Next, find 18.2 Giving Mark-Room. Read through (a) and see it is not relevant, but (b) is: "(b) If boats are overlapped when the first of them reaches the zone, the outside boat at that moment shall thereafter give the inside boat mark-room. If a boat is clear ahead when she reaches the zone, the boat clear astern at that moment shall thereafter give her mark-room." So, Yellow had mark-room because she was clear ahead.

This fits our situation, but we need to go to the definitions and look up mark-room.

"Mark-Room: Room for a boat to leave a mark on the required side. Also,

(a) room to sail to the mark when her proper course is to sail close to it, and

(b) room to round the mark as necessary to sail the course."

Read (b) carefully. Both boats were half a boat-length past the mark, so they had rounded the mark.

Therefore rule 18 is not in effect and was not relevant at the moment of contact.

Because rule 18 did not apply at that moment, we turn to another rule that was also in effect. Blue was overlapped to weather of Yellow, so we turn to rule 11: "ON THE SAME TACK, OVERLAPPED When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat."

Clearly, Blue did not keep clear, but there are rules regarding the right-of-way boat changing course and both boats avoiding contact.

"16 CHANGING COURSE 16.1 When a right-of-way boat changes course, she shall give the other boat room to keep clear." We felt that Yellow had finished coming up to close hauled before Blue had hit her

"14 AVOIDING CONTACT A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to room or mark-room

- (a) need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark-room, and
- (b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.”

There was no damage or injury, so Yellow was exonerated under (b). If there had been damage or injury, it would be possible that Yellow too would be penalized.

Conclusion: Blue, as windward boat, failed to keep clear of Yellow, the right of way boat. Blue broke rule 11 and will be scored DSQ.

Now, what do you think about Blue’s decision to go inside? He gambled gaining one spot vs a DSQ. Unless that spot would have meant something such as going to the next level of competition (suppose this was a qualifier for a World championship), I don’t think this was worth the risk.

I’d be curious about any comments you have on this article and any scenarios you would like addressed in future articles. Many thanks to my editors: Audrey Daniels, Sarah Daniels, and Cathy McCallum.



Sailing on Sunday race in February 2017. Photo courtesy of Patricia Morrissey.

Fleet Night

Michael Morrissey, Vice Commodore/Race Captain

The annual Fleet night gathering was held January 24 and about 80 sailors showed up at the Rose City Yacht Club wanting to shake off the winter blues and start thinking about sunny days with a gentle 8-10 knot westerly on the Columbia. It's been a rugged winter and it was good to see familiar faces and talk about sailboat racing. Fleet captains were nominated by their respective groups and we have all the names in place and are ready to send out tentative race committee duties for the 2017 season. SYSCO is an all-volunteer organization and depends on its members for running race committees and participating in different events during the year. Several members emphasized this at the meeting and there was general agreement that volunteerism is a highlight of being a SYSCO member. Happy to announce that the Summer Twilight races will change from a five-night series to six-nights which will give sailors added time on time water during the most enjoyable part of the summer. All of the data has been added into the regatta network system so boats can start registering and begin planning for the race season. An added fun event this year is the "Short Handed Soaker" on July 11 and 13 (during Whidbey Island Race Week) that will test skippers' abilities and crews' facilities with water cannons. This year's Fleet Night talk was a lively discussion on the Future of Sailboat Racing on the Columbia. The panel discussion featured speakers Dierk Polzin, Youth and Community Sailing Director for the Columbia Gorge Racing Association, Tod Bassham, former Commodore, SYSCO, and Eric Hopper, Vice Commodore, Corinthian Yacht Club and was moderated by Michael Morrissey, SYSCO Race Captain. Each of the presenters talked about different events that are hosted on the river, from youth sailing in the Gorge to an overnight sailing race between the I-5 to I-205 bridges sponsored by CYC as well as SYSCO events. Dierk also showed a short video of a Moth sailing in the Gorge (pretty wild stuff with dinghies on hydrofoils). The panel opened it up for Q&A and the audience jumped in discussing ways to promote youth sailing on the Columbia River, how to increase social interaction among clubs, and sailing education. A number of good ideas were expressed and the SYSCO Board will address several of the topics in the future. The first event of the season is just around the corner with the Daylight Savings dash on March 12 and from the looks of things, most boats are anxious to get the season started.



Moth class sailing boats competing in a 2015 Regatta with the Columbia Gorge Racing Association. Photo courtesy of Dierk Polzin.

February 2017 SYSCO Board Minutes

Gary Bruner, Secretary

The meeting was held at Elmer's Delta Park. The meeting was started promptly by Commodore Bruce Newton at 7 PM. Also present were: Thomas MacMenemy, Scott Stevenson, Heather Zieser, Michelle Bennett, Ron Fairley, Michael Morrissey, Warren Dalby, Bill Sanborn, Nat Powning, and Gary Bruner.

Treasurer's Report

Scott Stevenson stated that our checking balance was \$4,283.30, the Pancho reserve in savings was \$3,685.75, for a total balance of \$7,969.05.

Membership Report

Bruce read an email from Jan Burkhart stating that we now have 71 members, 62 racing and 9 associates. The board voted to approve new members Darren Posey with a Ranger 20, and Thomas Turney as an associate member.

Race Report

Michael Morrissey reported that all the SYSCO racing events are set up in Regatta Network and that the links should appear in sailpdx.org soon. Every Fleet now has a Fleet Captain assigned. The racing schedule for which Fleets run which races will be out soon, but will be much like last year. There are two additional assigned dates this year because the Summer Twilight Series will have six weeks of racing instead of last year's five. It was determined that the new Short Handed Soaker races in July (during

Whidbey Island Race Week) will be handled informally (not assigned to a Fleet) since this is more a fun event and results will not count towards anything other than style points and bragging rights.

There is a Race Management clinic this coming weekend, sponsored by OCSA, featuring Rich Jones as a presenter. It will be at Willamette Sailing Club.

Newsletter and Webmaster

Jacqueline Pitter, SYSCO's newsletter editor, has asked permission to set up a new Facebook page for SYSCO since she has been unable to reach the person who set up the original one which went stagnant in 2014. She additionally proposed to have a small group of people co-administering this page so access to it for future admins won't be lost again. Permission was granted for Jacqueline to proceed. She believes this will create an easy venue for sailors to submit photos for use in future Starting Line editions.

Dale Mack has made some improvements to the SYSCO website, but is awaiting clearer direction from SYSCO about what exactly we need the website to contain and do. A small workgroup was set up to address this as well as how to use social media.

OCSA Board Meeting

Bruce then reported on the OCSA board meeting he

attended recently. The annual awards banquet last year actually broke even, which is a first for many years. OCSA is sponsoring a Dave Perry led rules seminar on February 24 and 25. The Coast Guard has approved the OCSA request for permission to hold the races listed in the 2017 race book.

Fleet Night

While attendance was down a bit, most folks said that this was a successful meeting. A rollover accident that closed Marine Drive to traffic may well have accounted for fewer attendees. A tip of the hat was extended to Heather Zieser, social chair, who provided pizza and soft drinks. She spent \$272 on food, and pizza sales brought in \$199, so the expense to the club was limited to \$73 dollars. There was good feedback on the panel discussion that was held that night, focusing some on how to get clubs working together more closely. There was a good discussion, too, on youth sailing, as well as talk on how to increase social interaction after racing on the river. One-design Fleets that moor together do a great job of getting together but others often miss out on some of the best parts of being in a community.

Upcoming Opportunities

OCSA has a Race Management Clinic this weekend at WSC. Dale Mack will lead the SYSCO Race Clinic on March 9 at RCYC. It's primarily a resource for new racers, but it's a great refresher for experienced folk as well.

Judge and PRO Training

OCSA has taken a sponsorship role in supporting both a US Sailing Judges Seminar and PRO Seminar, held in January at WSC. A number of SYSCO members were in attendance at both of those workshops.

Bruce opened a discussion of potential priorities for the SYSCO Board for 2017. Brainstorming ideas included:

1. How to increase social interaction after racing, perhaps by designating a particular venue as a gathering spot, whether that be on the dock (Racers Row?), or at a commercial venue (the Sextant, PYC?, the Breakside Tavern, etc.);
2. How to get more youth involved in keel boat racing, perhaps by reaching out to high school and college dinghy sailors, or perhaps the Seas Scouts?;
3. Getting more people involved in racing;
4. Coordinating better with other clubs and organizations like OWSA;
5. Trying to solve the problem of where to meet as a group, because the cost of several of our venues is going up rapidly. Everyone agreed that the Elmer's meeting room has been a boon to SYSCO since it's the right size and the price is free!

The meeting was adjourned at 8:01 PM.

Respectfully submitted, acting secretary, Gary Bruner



2nd Annual Pray for Wind Party
Saturday, March 4th
6pm - 10pm

Columbia Crossings Clubhouse, Hayden Island
(across the street from Safeway on Hayden Island)

Beer + Wine + Dave Calhoun = WIND?!

Let's kick off the 2017 Columbia River Racing Season together – join us for music, drinks, food, camaraderie and something to do with all those expired flares you've accumulated.

Quite a few were set off last year!

2017 Oregon Offshore t-shirts will be available for sale, so get yours!

And, come hungry - the local Taco Truck will be parked out front (cash only)

Most importantly...

**BRING YOUR EXPIRED (HANDHELD) FLARES TO PARTICIPATE IN A
NOT-SO-TRADITIONAL SACRIFICE TO THE WIND GODS!!**

CYC Portland Members Free

\$5 Cover for non-members (drinks included) (cash or card)

Questions?

Contact Jenn Thompson: commadore@cycportland.org

This event is hosted by Corinthian Yacht Club of Portland (CYC) – your Long Distance & Offshore Racing Club



NORTH U.

Rules+Tactics SEMINARS



New 2017-2020 Rules!

OCSA Sponsored
Mock Protest Hearing
and discussion
Friday, February 24
6:30-9:30 pm
No Add'l Charge

O.C.S.A presents
Dave Perry

Saturday, February 25

Check-in: 8:30AM Seminar: 9AM – 4:30PM

You can't play the game if you don't know the rules.
The North U Rules & Tactics Seminar covers the racing rules (new & old) and related tactics in a case-based curriculum so you'll understand your rights, obligations and tactical options whenever boats meet.



Dave Perry's
North U Racing Rules & Tactics Workbook
is included with the course.

Location

Columbia Crossings Clubhouse
900 North Tomahawk Island Dr
Portland, OR 97217

Instructor



Dave Perry

Price includes lunch

Member	\$105 \$75
Non-Member	\$105
Jr/ Student	\$60

*OCSA Member Subsidy

Register Today at
NorthU.com

or call 203 245-0727

SPEAKING IN PORTLAND

AUTHOR

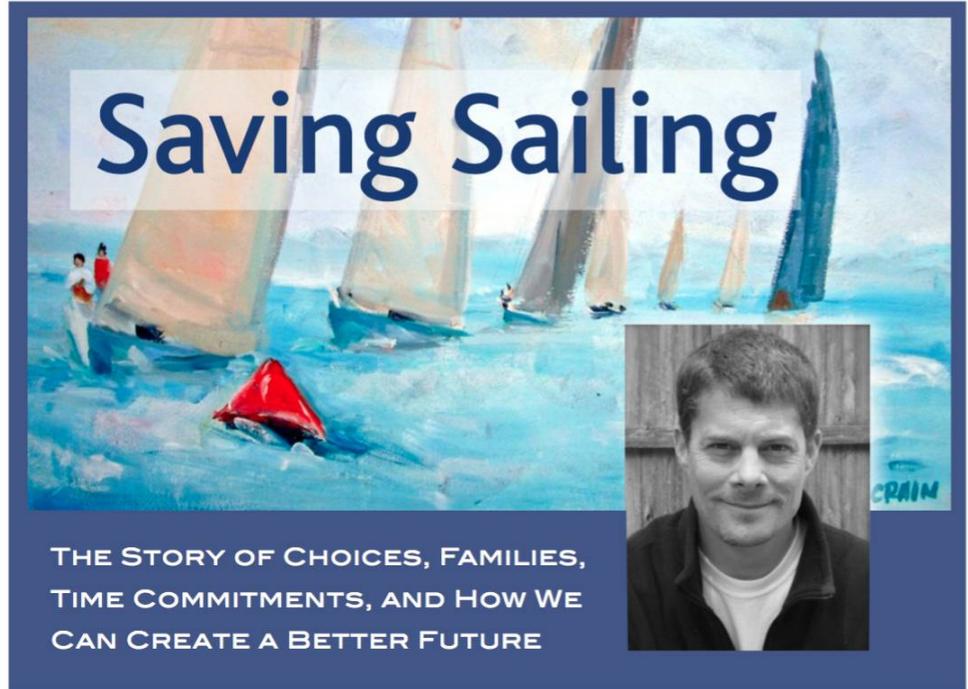
Nicholas Hayes

Saturday, April 1

7PM 

Willamette Sailing Club

Nicholas Hayes' groundbreaking book **Saving Sailing** reintroduced sailing to American families as a surprisingly accessible, affordable, lifelong family activity. He will present his vision of intergenerational mentoring and family sailing as an opportunity to learn and grow together.



Saving Sailing

THE STORY OF CHOICES, FAMILIES, TIME COMMITMENTS, AND HOW WE CAN CREATE A BETTER FUTURE

Willamette Sailing Club will host the event at its new club house. 6336 S.W. Beaver Avenue, Portland. Sign up through the Sailing in Portland Meetup group or the Willamette Sailing Club by visiting www.willamettesailingclub.com or www.meetup.com/Sailing-in-Portland. Total attendance is limited to the first 80 people to sign up and admission is \$20. Copies of the book **Saving Sailing** will be available for purchase. Proceeds will be donated by the speaker to sailing and mentoring not-for-profits.