



# Triton Yacht Club Sailing News

January 2010

## Upcoming Events

Fri, Jan 29	Triton Yacht Club General Meeting Veterans' Club 7 p.m. 1626 Willamette Street
Sat, Feb 6	Dam Closing Party
Thu, April 1	Practice Race
Sat, April 3	Richardson Marina Opens/Launch Marathon
Thu, April 8	Thursday Night Racing Starts
Sat, April 17	Poor Fools (1st Regatta after tax day)
Fri, April 30	Triton Yacht Club General Meeting
Sat, June 26/27	Emerald Cup Regatta

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## 2010 Board Members

- Commodore: Brandt Schram**  
brschram@comcast.net
- Vice-Commodore: Leanne Fish**  
tunasail@comcast.net
- Past-Commodore: Merry Petitclair**  
m.petitclair@gmail.com
- Secretary: KimSchuler**  
kimmyjo45@hotmail.com
- Treasurer: Craig Latham**  
lathamremodel@hughes.net
- Race Chair: Ted Walkup**  
tedwalkup@hotmail.com
- Emerald Cup Chair: Lyle Mayer**  
guanoguy@comcast.net
- Newsletter: Eric Erno**  
newsletter@tritonyachtclub.org
- Web Master: Charlie McGee**  
charlie@signaldesign.net

## Changes to Novice Night Racing



—Ted Walkup, Race Chair,  
Triton Yacht Club

I would like to thank everyone who responded to the email I sent to club members in January regarding the proposal that novice night be moved to Wednesday nights. We had slightly more opposition than support for this proposal.

**Update:** In December the JRC (TYC race chair and EYC race chair), Commodores from both clubs and the past TYC Commodore held an annual pre-race season meeting. In addition to planning and working through logistics of the 2010 race season, the JRC discussed a request from various members\skippers to add more race nights to the seasons. The JRC came up with several recommendations on how to extend the number of scored races and, subsequently, both the TYC and EYC boards have met and discussed the various recommendations. After input from many members of both yacht clubs and following considerable thought and deliberations by the JRC and both boards, the recommended changes to the 2010 novice racing schedule are listed below.

A "Special Event Night" (formally

known as novice night) will be held on one Thursday night in each of the spring, summer and fall seasons, chosen by the individual Fleets. Fleets may choose to designate a certain night in each series or may elect to delegate that determination to an individual boat. This results in 7 race nights in the Spring Series, 8 race nights in the Summer Series, and 8 race nights in the Fall Series. The Special Event Night in each of the Series will be thrown out and is intended to be when boats/Fleets participate in getting novice skippers/crews introduced to racing in general or in different positions. The intent is to make this as flexible as possible for Fleets and boats.

Depending on interest\participation there will be novice racing and training on alternating Sundays in addition to the Special Event Nights. This opportunity will be coupled with the Thistle Fleet that already participates in Sunday race training. In addition, we are talking about scheduling a Novice Regatta for the second weekend in August. Overall, there is an increase in novice racing/training opportunities in the 2010 season as compared to the 2009 season.

Again, I would like to thank all club members who shared their thoughts and concerns regarding changes to novice night racing. Realizing that any decision may not satisfy all individuals needs, please bring comments to the discussion at the next general meeting.

## Oregon State Marine Board Reminders

Beginning Jan. 1, 2010, operators of manually powered boats (paddle craft) 10 feet or longer and all registered boats (power and sail) and are required by a new law to purchase an Aquatic Invasive Species Permit to fund prevention and control programs. For information about the new Aquatic Invasive Species Program, visit [www.boatoregon.com/OSMB/programs/09LawsFAQs.shtml](http://www.boatoregon.com/OSMB/programs/09LawsFAQs.shtml). To purchase permits online, visit ODFW's Web site, [http://www.dfw.state.or.us/online\\_license\\_sales/index.asp](http://www.dfw.state.or.us/online_license_sales/index.asp)

To purchase permits online, visit ODFW's Web site, [http://www.dfw.state.or.us/online\\_license\\_sales/index.asp](http://www.dfw.state.or.us/online_license_sales/index.asp)

The Oregon State Marine Board/Oregon Law requires that all boaters operating a motor of 10hp. or more must have a boater education card. And that card must be on board the vessel during operation. The fine for violation is \$142. Probably all of us have motors less than 10 hp. But when we operate the committee or rescue boats, we have more than 10 hp.

# Commodore's Comments

Ahoy Triton Sailors.

Happy New Year and welcome to the 2010 sailing season! This year is packed with sailing opportunities for cruisers, racers and folks who have

never been on a boat.

The dam closes in just over a week and (not to tempt fate) the long range forecast looks promising.

Be sure to join us on the 29th at the Vet's Club for the first meeting of 2010, we are going to be discussing some changes to the race schedule, talking about volunteer opportuni-

ties and getting re-acquainted. If you haven't done so already it will also be a chance to meet the new board members and to rejoin TYC.

I hope to see you there, Brandt



## Richardson Docks Update

### They're coming, but when?

The good news is that Lane County's plan to replace the decrepit docks at Richardson Marina is still on. The vague news is when the million-dollar project will happen.

One thing's certain: When the new docks come, they won't be a winter project done when Fern Ridge Lake is at low pool, as Lane County parks officials had expected and hoped as recently as last year. Instead, the work will happen in the middle of a sailing season.

Phil Guyette, Lane County's parks superintendent, said the U.S. Army Corps of Engineers, which controls the lake, has ruled that it's environmentally unacceptable to have construction equipment navigating the lake floor when Fern Ridge is drained. That means that the dock replacement job must be done during the summer sailing season, with units built on shore and floated into place.

"We had hoped we'd be able to do it as a winter project," Guyette said. "But the Corps has had changes on what they're willing to allow on the lake bed."

Most likely, the work would be done in stages, replacing one string of docks at a time, Guyette said, so that the entire Richardson fleet would not be displaced at once. One possibility, he said, is that sections of existing dock might be temporarily relocated and anchored in place, so that they could be used while replacements were being installed.



"In a perfect world," Guyette said, "you could think about shutting Richardson down for a summer to do the work. But that's not going to happen. We know the sailors would tar and feather us. So we're going to have to work with contractors to figure out a way to do it in stages during the boating season."

"We are really wanting to hear from sailors about what they think would be the least disruptive way to accomplish that."

But when will it happen?

Though there's still a slim chance of a 2010 project, Guyette said, it's far more likely that the job will come in 2011, or even later. The timing is out of the park department's hands. Instead, it depends in large measure on the county's legal and finance departments, which must sell construction bonds to finance the job.

The working estimate for the job is a million dollars. The figure is an inflation-adjusted projection based on an engineering study commissioned by the county several years ago.

At one point, Lane County had the Richardson docks wrapped into a set of bond measures to be issued in 2009. That would probably have guaranteed the project would

happen this year. But the aggregate total for the various county projects wrapped into the financing began bumping up against a \$30 million annual ceiling, so the Richardson project was pulled.

Now, said the county's Acting Finance Director Mike Barnhart, the docks are being considered for a new package of county bond measures to be issued this year. It's conceivable but probably not likely that the bond package would be stitched together in time for construction to happen this summer, Barnhart said.

"We're aware that the marina is in disrepair and that some slips have even been closed for safety reasons," Barnhart said. "So we definitely want to move ahead."

The construction financing for the Richardson project will be based on revenue bonds. The bonds — borrowed money — will be repaid with revenue from annual slip rental fees, Barnhart said.

In the current economy, with bank credit tight and investors cautious, selling bonds at a favorable interest rate is not an easy task. On the other hand, county officials said, if the bonds were sold soon, it's likely that very favorable construction bids would come from contractors who have been scrabbling for work in the current recession.

"Things are better than a year ago," Barnhart said as he reviewed the bond market. "But it's still challenging."

So what would a new set of docks look like?

Guyette said they'd most likely be constructed from new long-lived synthetic deck materials. The new docks, like the present ones,

would be single slips rather than the doubles found at Orchard Point. The current steel pilings probably would remain in place. But any wood pilings would be replaced because their remaining life would be far shorter than the new docks, he said.

The project is likely to increase the number of slips from the current 248, although Guyette said the exact number will depend on final construction drawings.

Beyond the number of slips, Guyette said he want to be sure the county

gets the best possible docks for the money it's investing. He said that he's aware of the need for slips that are longer and, in some cases, wider.

"Before we get committed to a design, I am really wanting to hear from some people in the sailing community," he said. "The people who park boats at Richardson probably have some really good ideas. We'd like to get those ideas into the design process. A lot of times it doesn't cost any more to do it the way the users would prefer."

## 60 Kt Gusts Test Lines And Nerve.

—Merry Petitclair

As many of you know, we have a Catalina 27 moored at the Embarcadero Resort in Newport. We enjoy it as our "poor



man's condo" on the coast. We race the two regattas with YBYC each year and also partake in the Lighted Boat Parade in December. All great fun. But the part that you all probably don't think about is the winds that occur through that marina with any winter storm. We enjoyed a good storm just last weekend. Peak winds in Newport were about 60 kts. And there was at least one lightning strike in town as well. The wind howls through the rigging of all the boats in the marina. Our boat is tied securely to the dock with 9 lines (2 bow, 4 stern, 3 springs). Bow and stern lines are doubled as chafing is always a concern, and we are often away for weeks at a time. The boat will commonly heel 30 degrees in the big gusts. It is truly an amazing sight to see a whole line of sail boats heel in all that wind with nothing but bare poles.

Personally, I enjoy the storms. It livens up the environment and maybe provides a bit of an adreneline rush with the excitement of the impending

doom. We just hunker down and wait it out. There are times when the winds are howling but the bladder is beckoning or the boat is yanking on a dock line. So, on goes the rain gear and the PFD again and I will work my way off the boat to check the lines or to shore to visit the facilities. I'd hate to get blown off the dock during my trek. But I think it is a possibility, thus the PFD. And as long as I'm out in the storm anyway, I may as well have a look around for some of that impending doom on other boats on our dock. This is how we have learned to tie up the boat with 9 lines. And encourage others with roller furlers to take their sails completely off the rig for the season. Have you ever seen a furler line fail? Seen a 150 genoa start to come unfurled in 50 kt winds? What do you suppose the heel angle becomes now for that 36' cruiser? Heeling away from the dock it was. Now try to board that boat to help, with it heeling 40 degrees away from you. Can you say freeboard? But that is all a different story in a different storm. We don't have a furler. Jeff is the furler.

Exciting? Yes. Some like it. Some don't. Can you sleep through it? Some can. Some can't. Years ago Jeff asks at 2 a.m. "Can you get seasick tied up at the dock?" No, he didn't get seasick. I love the storms. It tests the nerve, the skills and the decision making process. Nature always wins. But with the right stuff, we are not the losers. Share your storm stories with the TYC newsletter.

Guyette said he would welcome the opportunity to involve a committee of moorage holders in the pre-construction discussion.

Regardless of the timetable for the dock replacement, one Richardson project is likely to come off this summer. Guyette said the county is expecting a State Marine Board grant to finance a new wastewater pumpout station at the Richardson courtesy dock this year.

Comments via email to Guyette: phil.k.guyette@co.lane.or.us

### Miscellaneous....

#### Michelle Wood

with "SCBCOP" Mike at her send off, rumor has it we will see her this summer.



#### Dam Closing

February 6, 12:00  
Richardson  
Courtsey Docks  
photo from last year.

**TYC Burger Night** tickets cannot be sold in Richardson's park due to Park rules, so they will be available on the docks, at EYC and on Bangs Road by the fence opening to Richardson. Buy 5 nights worth for \$9 or 1 night for \$2.



RC Boats at Alton Baker 1/10/10 Sunday @ 1pm

**TYC on the web**  
[tritonyachtclub.org](http://tritonyachtclub.org)

Calendars, Events, Regattas,  
Fleets, Pictures, Race Info,  
Race Results, Newsletters



# Triton Yacht Club

P.O Box 366  
Eugene, OR 97440

[www.tritonyachtclub.org](http://www.tritonyachtclub.org)

Address Correction Requested

**Next Meeting**  
**Friday, January 29**  
**Vets Club Eugene**

**SAVE \$10**  
 pay membership at meeting!

## Triton Yacht Club Membership Form

Your Name: \_\_\_\_\_

Additional Family Members: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

Home phone \_\_\_\_\_

Work/Cell phone \_\_\_\_\_

Email: \_\_\_\_\_

Your crew position \_\_\_\_\_

- Renewal       New Member

Boat type: \_\_\_\_\_

Boat name: \_\_\_\_\_

Sail number: \_\_\_\_\_

Interests:  Racing  Cruising  Social  Other \_\_\_\_\_

I (we) would prefer volunteer duties as follows:

- Race Committee    Race/Rescue    "Fun" Races    Social Events  
 Other (specify particular events or dates) \_\_\_\_\_

### Membership Fees:

- New Members (includes \$20 initiation fee) .....\$60.00  
 Family or Individual 1 year renewal ..... \$40.00  
 Paid after close of Feb. general meeting, .... \$50.00  
 Racing Fee\* .....\$20.00  
 Paid after close of Feb. general meeting..... \$30.00  
 Printed Newsletter via USPS ..... \$10.00

**Total Dues Enclosed \$** \_\_\_\_\_

\*Skippers Pay Race fee if you race, and do not belong to EYC

### Make checks payable to:

Triton Yacht Club  
P.O.Box 366  
Eugene,OR 97440

The Triton Yacht Club is a Casual Community of Sailors Sharing Friendship, the Corinthian Spirit, and providing Racing and Non-racing Activities. Anyone and Everyone is Welcome! Visit with us and see for yourself. Meetings are held the last Friday of each month, at 7 p.m. at the Veterans' Club on Willamette Street in Eugene. Board meetings are held monthly. All members are welcome. Contact a board member for roving location. Be sure and check the newsletter for information about meetings and events at [www.tritonyachtclub.org](http://www.tritonyachtclub.org)