

Columbia Gorge Sailing Center

Cascade Locks, OR



A Working Document

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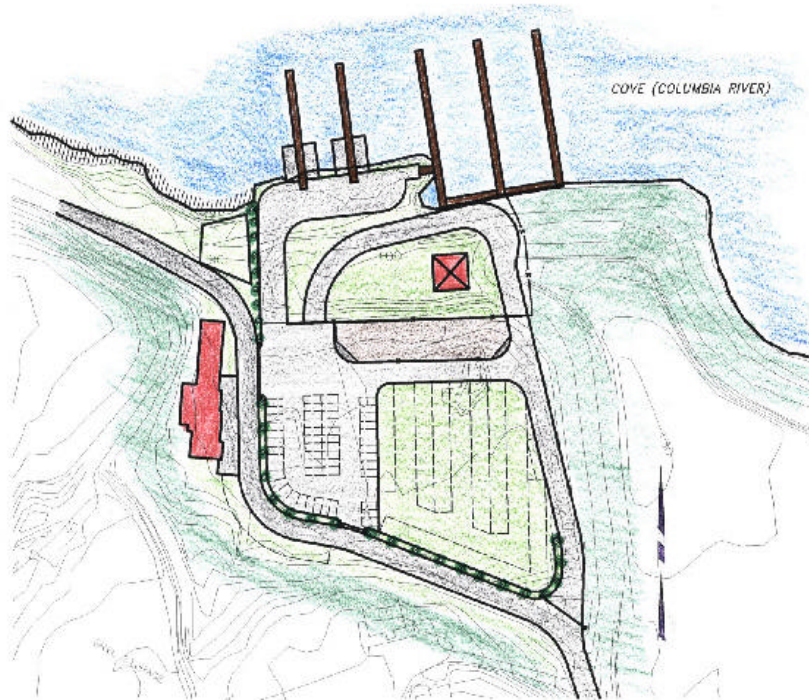
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Vision

The Columbia Gorge Racing Association (CGRA) is a non-profit organization dedicated to promoting and administering international, national and regional sailing events in the Columbia River Gorge. Our vision for a sailing center in Cascade Locks includes a facility large enough to handle major championship regattas, a sailing school and a world-class training site. It would attract a multitude of serious competitive sailors and sailing events from around the country and around the world, and provide launching and moorage for the growing number of sailors in the area. Sailing in the Gorge is already recognized in the racing community as an awe-inspiring experience with its incredible beauty, clean fresh water, warm summer temperatures and wind patterns and velocities that have been described by some as “epic.”

The community of Cascade Locks has a unique opportunity to capitalize on its location as a world-class sailing venue. Sailboat racing and sailing in general tend to be family oriented experiences that involve all ages and all walks of life in a way that is environmentally friendly.

CGRA wishes to continue its plans to develop a “Sailing Center”, which will provide economic benefit to the community through a continuous stream of sailing events and visitors to the Cascade Locks area. The Sailing Center should provide employment opportunities for the community and also provide significant national and international exposure of the Cascade Locks area as a positive, healthy and unique Oregon experience.



An illustration of one possible arrangement for the Sailing Center.

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Introduction

Summary

Sailing centers and public sailing facilities are now growing in this country and around the world at popular sailing venues. Successful sailing centers enjoy community support to provide a convenient base of operations and easy access to the sailing venue. Likewise, communities that support local sailing centers typically enjoy direct and indirect economic benefit from the relationship.

The purpose of this document is to provide an overview of community or regional sailing centers, competitive sailing, sailing education and the positive impact sailing centers typically have upon a community. We also want to provide a brief comparison of several sailing centers in North America, and what a regional sailing center may mean to the City of Cascade Locks and surrounding area.

Memorable Quotes

“The Cascade Locks portion of the Columbia River Gorge was an in-crowd thing for years – a favorite with Pacific Northwest dinghy sailors who like to sail in wild open spaces and, lately, a training camp for Olympians. Now top sailors are buying houses there, and in 2002 the Locks went mainstream as a choice racing destination.” *Sail Magazine*, November 2002

Quotes from Intercollegiate Sailing Association’s North American Championships at Cascade Locks May 26-June 4, 2004:

“The Columbia Gorge played its expected roll. Only the good sailors survived.” Norm Maves Jr., *The Oregonian*, May 27, 2004.

“Ever since last year’s nationals we’ve been focusing on the Gorge. It was the jewel and we went for it. Our team loves extreme places and we just knew the Gorge would be our place.” Andy Johnson, University of Hawaii, Head Coach, on winning A Division ISCA Coed Championships, *Sailing World*, September 2004.

Why Cascade Locks?

The Columbia River Gorge is, quite simply, one of the best small boat sailing venues in the world. Its potential as a windsurfing venue has been amply demonstrated by the world renowned reputation of the Hood River area, situated in a somewhat windier location further east in the Gorge. CGRA has been working for the past few years to take advantage of these same natural conditions to develop the Gorge's tremendous sailing potential at Cascade Locks.

Wind conditions at Cascade Locks are exemplary. Even with only limited site development the increasing demand has filled the CGRA's schedule each year with regional and national sailing events that focus on high performance boats. There is no other site in the Northwest with conditions that are consistently as good. The only other primary site on the west coast with reliably strong wind conditions -- San Francisco Bay -- is very urban, expensive and attracts primarily larger keelboats.



Local sailor Bill Symes sailing his Laser in the Gorge

Other outstanding attributes of Cascade Locks include dramatic scenery, direct access from shore to the sailing site, and the proximity of and easy freeway access to the Portland International Airport and the associated urban services. Cascade Locks has a growing business sector oriented to recreation-minded visitors, with considerable potential for expansion.

History of Sailing at Cascade Locks

Since the early '80s the Columbia River Gorge has been known as one of the best windsurfing sites in the world due to its constant strong wind, fresh water and beautiful scenery. However, the reputation of the strong 25-35 knot winds of the Hood River area has kept the average sailboat racer away from the Gorge.

In 1990, two Portland sailors, Kerry Poe and Chris Bittner, won the 470 Olympic Class Pacific Coast Championships (PCCs) (for an explanation of boat types and different sailing classes, see Appendix A) held in Southern California. 470 class tradition held that whoever won the championship was responsible for hosting the event the next year. Kerry and Chris knew that the only logical choice was somewhere in the Gorge, and settled on Cascade Locks as the perfect location. What made Cascade Locks stand out? Unlike many other windier parts of the Gorge, Cascade Locks' average wind speed is 17 knots. This is an ideal wind velocity for racing most sailboats. Also, the river is much wider at Cascade Locks than most other locations, providing an expansive area for competing.

The 1991 470 Class Pacific Coast Championships were a huge success and left the sailors with fond memories of the Gorge and promises of returning again.

After that event a group from the International 14 class contacted Kerry about racing at Cascade Locks and decided to try the venue out for themselves. The International 14 class has held a regatta there every year since, including three national-level events. Once the word was out, the Tasar class became the next



Kerry Poe and Chris Bittner lead the pack at the 1991 470 PCCs in the Gorge

group to visit Cascade Locks. The Tasar sailors loved the venue so much that they held their 1996 World Championships in the Gorge, bringing over 200 people from around the world to Cascade Locks.

Kerry founded the CGRA in 1996 to help meet the growing demand of various sailboat racing classes, and to provide a single administrative entity to run such events. The CGRA has since run many events including the Nike World Masters Games, six 49er Gorge Games, 49er

US Nationals, 49er North Americans, Snipe US Nationals, Snipe North Americans, Laser Pacific Coast Championships, Laser North American Masters, Finn US Nationals, Europe Dinghy US Nationals, Melges 24 Pacific Coast Championships, 29er North Americans, International 14 US Nationals, International 14 North Americans, 505 Pacific Coast Championships, J24 Districts and many more. Due to the limited facilities and volunteer nature of CGRA all of the events to date have been unsolicited and have only been organized when classes have asked CGRA to run their events.

Types of Sailing Organizations

There are many different types of sailing organizations, ranging from expensive and exclusive clubs to community-based sailing centers and from dedicated racing clubs to loosely organized cruising organizations. An overview of the various types is given below.

Yacht Clubs

Usually on the more exclusive and expensive end of the spectrum, yacht clubs, such as the *New York Yacht Club* and *Portland Yacht Club*, are private clubs which are very similar to country clubs in that they provide extensive amenities and facilities to their members.

Sailing Clubs

Although sailing clubs, such as *Willamette Sailing Club*, are also private clubs and might be technically considered a yacht club, they are usually inexpensive and much less exclusive. They generally cater to the smaller boat owners who are looking for an easy way to get out on the water for recreational sailing, and facilities usually only include a clubhouse and docks.



Paper Clubs/Associations

Paper clubs are generally associations whose mission is to organize and run one or more competitive or social events. These events can range from membership-only cruises to open regattas, to clinics and youth events. Paper clubs generally have no home base or physical property, though often they are organized solely in a single territory. Some paper clubs are exclusively cruising clubs which organize cruises in various places around the world, while others, such as *Sauvie Island Yacht Club*, are dedicated to cruising in their home waters.

Other paper associations, like CGRA, are non-profits organized for the sole purpose of organizing and/or running races and race clinics. The purpose of the *Oregon Corinthian Sailing Association (OCSA)* is "to encourage and promote sailing events with an emphasis on racing". OCSA's primary focus is on the coordination of member yacht club activities. The *Inter-Collegiate Sailing Association* is the governing authority for sailing competition at colleges and universities throughout the United States and in some parts of Canada. The mission of the *United States Sailing Association*, the national governing body of the sport of sailing, is to encourage participation and promote excellence in sailing and racing in the United States. CGRA, in turn, is dedicated to encouraging, promoting and administering local, national and international sailing events in the Columbia River Gorge.

Community Sailing Centers

Sailing centers are the most non-exclusive and inexpensive means for people to get out on the water and go sailing. The goal of a sailing center generally includes: creating opportunities to attract new sailors to the sport, providing community access to the water for non-motorized craft, providing affordable sailing instruction, and providing racing opportunities by running regattas. Each sailing center is likely to have a different emphasis depending on the local community and the local body of water, but most will incorporate all these goals to some degree. Examples of established sailing centers include *Jericho Sailing Center* (Vancouver, BC), *Sail Newport* (Newport, RI), and *the US Sailing Center at Long Beach* (Long Beach, CA).

There are many different ways to structure a sailing center. Oftentimes yacht clubs and sailing clubs will provide the facilities required to perform many of the basic functions of a sailing center. They may provide outreach programs and sailing classes, and have open houses and public access days to encourage community involvement. At the other end of the spectrum is a public sailing center, operating as either a non-profit organization or as a part of a local government's parks and recreation department, and financed with public money and/or donations. There is a continuum of public/private arrangements which are possible between these two types of facilities. The best arrangement for each sailing center depends entirely on the local community and the sources of financing available to them.

Purpose of Sailing Centers

Education

Bringing new sailors into the sport by providing classes and opportunities to sail is an integral part of any sailing center. Promotional strategies can range from simply inviting people to come out sailing to establishing formal sailing classes taught by certified instructors, but all sailing centers include at least some level of instruction and opportunity for new sailors to try out the sport.

Racing

A major component of most sailing centers is the racing program. Besides being just plain fun, racing provides an organized activity in which to meet new people, travel to new places, and improve one's sailing and personal skills.

Sean Trew



Melges 24s race upwind at the 2003 Columbia Gorge One Design Regatta

Sailboat racing involves more than just hopping in a boat and going as fast as you can. In all but the one-man dinghies, racing requires not only good boat handling and tactical skills, but also the ability to work with the rest of the crew as a team. Sailors of all skill levels can learn to race, and in so doing improve their sailing, analytical and organizational skills. Racing teaches us to set goals, establish priorities, work closely with our teammates, focus and concentrate amidst chaos, and learn from our mistakes.

By providing an active racing program, a sailing center can involve people of all ages, from all over the country or the world, and in all different types of boats. Sailing is a healthy, clean sport, which anyone can learn to participate in and enjoy, no matter to what level of competition they aspire.

Training

One of the higher-level functions of a sailing facility is to provide a training ground for honing skills and preparing for major events. To provide a good training environment, the most critical components are a safe sailing environment and plenty of consistent wind. Locations blessed with these natural factors can find that they are overwhelmed with sailors looking to stay for a certain amount of time and train with coaches and training partners, or as part of a clinic. Whether sailors are top Olympic aspirants, or just local club racers hoping to improve their game, they will be enticed by the top instructors and great sailing conditions to come and hone their skills.



College students practice capsizing recovery in the Gorge at Cascade Locks

Community Activities

One of the more exciting aspects of a sailing center for the local communities is the opportunity that it can provide for youth and adult recreation. In addition to the sailing classes and clinics that become available, there are also opportunities to view exciting top-notch racing, meet sailors who have traveled there from various parts of the country and world, volunteer to help with the race committee and/or social events that are a part of every regatta, and spend fun quality time on the water in a safe, structured environment. Combined with the economic impact of bringing in tourist dollars, these recreational and social opportunities make a sailing center an exciting, viable attraction for local communities.

Basic Elements of a Sailing Center

One way to understand the impact of a regional sailing center is to think of it like a regional conference or convention center, with the addition of all the required services and facilities required for sailing. These elements may include: a facility to hold events and meetings, food services, housing accommodations and entertainment, all amenities one might find in and around a conference or convention center. Additionally, a sailing center would include other facilities specifically required for sailing, such as accessibility by land and water, and a boat launching facility and moorage.

Accessibility

At the top of the list of priorities for a sailing center, is good accessibility to the site, by both land and water. There must be easy traffic flow for cars and RVs towing trailers with boats, and no overhead power lines in the parking, storage and launching areas. From the water side there must be a way for the sailboats to sail in and out from the facility. This means there must be enough room for a boat to tack back and forth while sailing upwind from the beach or docks out to the sailing area. Ideally, there will also be some wind protection on shore and little current to worry about near the docks.

Business and Administration

As is the case for any conference facility, a business office is the key to a successful sailing center, and is the center of management activities and communications. Administration for a sailing facility would include offices for the executive director, principal race officer, sailing school director, the event planning/catering services manager and the harbormaster/groundskeeper. Other requirements include a secure reception/registration area, an on-site communications center and a first aid facility.

Business Offices

Each of the five separate administrative functions would require a desk, computer, phone, internet access and filing cabinets. All of these business activities could initially function from a single office by a small staff. However, as the volume of activities and participants increases, it would be appropriate to separate these distinct operational functions. The duties of each of the administrative positions are outlined below.

Executive Director

The Executive Director is the primary paid staff responsible for managing all aspects of the sailing center - from ensuring events run smoothly and that grounds are maintained, to resolving parental and governmental concerns, from

securing adequate sources of operational and capital funding, to promoting the sailing center and Cascade Locks. This person would probably be the first employee hired and would be responsible for hiring and managing the rest of the staff.

Principal Race Officer

Most sailing centers exist not only for the purposes of recreational sailing and sailing education but for competitive sailing and regattas. The Principal Race Officer is responsible for regatta promotion, race management, race registration, filing and hearing of protests, and arranging for awards and trophy presentations

Sailing School Director

A community sailing center is an ideal location for sailing education. The sailing school director would manage scheduling, oversee instructors and register students. He or she would also be responsible for other youth programs and community sailing programs. These programs include classroom training as well as on the water clinics, coaching and post-race and/or regatta debriefing sessions.

Catering/Dining Manager

One measure of a successful regatta is the quality of food and drink made available after each day's racing and at the traditional regatta banquet or barbeque. A catering manager would not only run the on-site dining/bar facilities, but would also organize social events, trophy presentation dinners, and private or community parties. Caterers from the community could initially supply these services; however, the volume of events and participants may justify a dedicated catering service as part of the sailing center.

Harbormaster/Groundskeeper

A harbor and moorage office would be necessary to manage moorage facilities directly associated with the sailing center, including collection of moorage fees. This office would also oversee the maintenance of docks, launch ramps, hoists and grounds around the sailing center.



The Race Committee starts the 29ers at the 2003 29er North Americans at Cascade Locks

Reception Area

The location of the reception/registration area within a sailing center is critical. It is important for the reception area to have a good view of the important areas of the facility, such as the boat yard, launch sites, moorage and vehicle parking. The reception area would need phone/internet service, a computer and the ability to handle money in a secure fashion and accommodate cash, checks or credit cards.

On-Site Communications

On site communications at sailing events is traditionally managed with bulletin boards and public address (PA) systems. The PA system is used to announce progression of events, and to find and/or inform critical personnel. Information boards and a message center are vital and are used for trading information, advertising boats for sale, announcing crew positions or advertising other events. The ability to leave and receive written messages is also helpful.



CGRA volunteer Jennifer Gordon handles registration and provides refreshments out of her truck. Photo by Angela Swail.



The current beach bulletin board is well-used for posting sailing instructions, race results, and other necessary information. Photo by Jennifer Gordon

First Aid

A first aid facility that could rapidly and appropriately handle any possible injuries that may occur on the water or on the grounds would also be an essential part of the business center.

Meeting and Dining Facilities

Separate, but ideally contiguous to the business center, an activities and meeting center would be necessary for the usual activities of a sailing center. This would consist of several small conference rooms, a banquet room, a bar/lounge, a brunch/snack bar, a kitchen facility, a “guest services” area, and outdoor facilities such as a pavilion and spectator area.

Conference Rooms

Conference/meeting rooms would be heavily used for many different purposes. The most common uses envisioned would be for staff meetings, sailing school classes, coaching sessions, protest hearings, race scoring, and small-scale community events. The conference rooms ideally would be equipped with audio-visual capabilities for PowerPoint video presentations as well as other multi-media presentations.

Banquet Room

The banquet room would commonly be used for awards dinners, community events, and private functions such as parties or reunions. It would also serve as a gathering place for pre-race Skipper’s Meetings, or for teaching larger classes. One possible arrangement for accommodating both the banquet room and several small meeting rooms would be to have divider walls between the meeting rooms so they could open up into one large banquet room as needed.

Bar or Lounge

Sailors are a social bunch, therefore a bar or lounge area is a very desirable part of any sailing facility. This would provide a common watering hole for sailors after racing, and a nice waterfront location for locals to visit after work. It would also serve as an indoor gathering place for spectators, and would ideally have a big-screen TV which could show live action from the race course, replays of the days racing, and also show coverage from other sailing and sporting events around the world.

Brunch and Snack Bar

Because sailing is such an intense sport, and so much time is spent on the water in the sun, it is imperative that sailors have nearby access to quality food and beverages. A brunch/snack bar would sell high-energy food and drinks, and provide sailors and spectators with that most critical meal of the day - breakfast.



Current awards ceremony facilities consist of the beach parking lot. Gorge Games 2004.
Photo by Jennifer Gordon

Kitchen Facility

A kitchen facility large enough to support the lounge, banquet facility and the snack bar would be required.

Guest Services

Many of the sailors who come to train and/or compete in the Gorge are actively campaigning their boats and are away from their homes for extended periods of time. Guest services, such as phone and internet service and a public computer, would be amenities that would greatly enhance the experience at the sailing center, without adding much extra cost. By assisting the athletes with their requirements of keeping in touch with family and sponsors, we can help ensure that their training and competition go as smoothly and efficiently as possible. A small quiet space set aside with a public computer, phones and internet service would suffice.

Outdoor Facilities

An outdoor area for picnicking, barbecuing and gathering would be very useful. Ideally, there would be a covered pavilion for larger gatherings, and several small picnic tables scattered around the facility, preferably near the water and/or the parking. With the perfect location, there would also be a good area for viewing the racecourse and plenty of beach space for water recreation.

Boat Launch Facility

A necessary part of a sailing center is adequate boat launch facilities. A protected bay, with beaches, ramps, a hoist and docks, is essential. The ideal bay will have deep water, be protected from prevailing winds and waves, and provide easy access to the racecourse. Additionally, the bay should be large enough that some youth sailing events could be held within the protection of the bay.

To facilitate and accommodate launching boats, it will be necessary to provide an appropriate storage space for trailers that would not impede the launching or retrieval of other boats or movement of traffic through the sailing center is a requirement. The trailer storage area should also not interfere with the car parking capacity of the facility.

Beach

For the small boat events that Cascade Locks is famous for, the ability to launch many boats simultaneously and be able to accommodate many boats coming back from the racecourse at the same time is key. A beach provides this function very nicely for smaller centerboard boats. The beach should be in a bayside location composed of boat-friendly sand and gravel with an appropriate angle of entry into



Current Beach facility at Marine Park.
Photo by Sean Trew

the water. The beach should accommodate 100 or more centerboard boats on dollies or small trailers. Boat classes launching from a beach would include Laser, Tasar, Finn, Europe, Byte, Optimist, International 14, 505, 470, Club 420, Vanguard 15, 29er, 49er.

Ramps

For trailer-launched boats, a boat ramp with easy access and traffic flow to and from the ramp, and dock space for 10 or more small keelboats is essential. A ramp should allow larger dinghies and smaller keelboats to launch and retrieve in about five minutes each. Boat classes launching from the ramp would include Snipe, Thistle, Ultimate 20 and Melges 24.

Hoist

In addition to the ramp, a hoist would be necessary for the launching of larger keelboats. Again, the hoist should be located and access should be designed for appropriate flow pattern and dock space for 10 or more keelboats. The hoist should be able to launch boats and retrieve boats in 15 minutes or less. Boat classes launching with a hoist include J24, Santa Cruz 27, Moore 24, Santana 20, Etchells and Olson 30. Other larger keelboat classes could be included depending on the hoist weight limits.



Temporary hoist brought in for CGOD 2004.
Photo by Sean Trew

Moorage

An active sailing center would have the attention of local as well as regional sailors who will want to sail regularly at the site and potentially store a boat. A secure moorage would be critical for a full-service sailing center. The type of moorage that would be included in a small boat sailing center would be dinghy racks, lot storage and dock moorage.

Dinghy Racks

Dinghy racks are an ideal space-saving way of storing Optimists, Lasers, Bytes and other small boats. They are simple to construct, and allow for relatively inexpensive small boat storage.

Lot Storage

Centerboard boats on trailers and dollies, and keelboats on trailers also require dry moorage. The dry storage lot would need to be close to the water and allow for easy traffic flow in and out. It would be possible to split the dry moorage into two lots – one closer to the water for centerboard boats that are easily maneuvered by hand, and another for larger keelboats that require a vehicle to

launch them. The roadway from the storage lot to the ramp or hoist must be free of overhead wires or obstructions that may interfere with masts and rigging.

Dock Moorage

Dock moorage would also be needed for some larger keelboats. Both transient and permanent moorage could be offered.

Parking/Staging Area

A parking facility that can accommodate large numbers of sailors and spectators as well as sailing center employees is a requirement. There should be easy in and out access. Parking should be near the launch site and camping areas, and should include a separate accommodation for trailers.

With any regatta or sailing activity there is a considerable amount of time spent by competitors in a staging area preparing their boats for sailing. The staging area could be the moorage area, the beach launching area or possibly a large grassy area near the launch site or near the parking area.



Competitors on the beach, preparing their boats for racing.

Rest Rooms/Changing Rooms

Of course, rest rooms, showers and changing rooms are an important part of any sailing operation. A full restroom facility, with toilets, showers, a changing area and lockers would ideally be situated near the parking and the water. Another smaller restroom facility should be located close to the parking. Beach showers can also be used to reduce the demand for use of the indoor shower and changing room facilities.

Camping

As is the case for conference and convention centers, overnight facilities should be part of any full service sailing center. Not only would local motels be utilized, but tent and RV camping would also be in demand, particularly during youth events. Location of the overnight facilities should be near picnic areas, parking areas, and would also require a restroom with showers.

Gym

Many top competitive sailors not only train on the water, but also engage in serious aerobic training and strength building workouts. Competitive sailors who would use a sailing center as a training base would probably also utilize gymnasium facilities within the sailing center or nearby as a regular part of their

training. Competitive sailors commonly employ aerobic training -including biking, running and swimming – as part of their training curriculum. A state-of-the-art weight room and personal trainers are frequently part of a competitive sailing program. A local health club, educational institution, community program, in-house gym, or any combination of the above could easily function in this capacity.

Storage

There should be facilities for storage of equipment. The race management office would require storage for inflatable marks, anchoring equipment, outboard motors, fuel tanks, racing signals and horns, life jackets and other safety equipment. A sailing school would also require storage for life jackets, sails and sailing equipment, and sailing school race equipment that may be separate and different from the regatta race equipment. The school would also require appropriate areas for storing coach boat equipment and audio-visual aids for teaching.

The dock, launch and hoist facilities would require storage for maintenance, tools and equipment. In addition, there should be equipment for moving boats in and out of the moorage and moving docks in and around the moorage. Storage for grounds keeping equipment such as lawn mowers, gardening tools, pressure washers and trash receptacles would be important to facilitate the upkeep and appearance of the sailing center.

Finally, there could be storage available to rent for those choosing to leave their sailing equipment on-site with their boats. This would probably be located in the moorage area in secured lockers/storage units, or in lockers inside the building.

Personnel

Volunteers can manage a small sailing center and promote a handful of events. However, as the number of events and the number of participants increase, volunteer staff becomes inadequate and part time staffing is initially required, then full time staffing. Many of the staffing functions can be managed with subcontracted service relationships within the community. Many required activities are ideally suited to provide summer jobs, as most sailing activity is seasonal. Some functions such as main office staffing, moorage management and grounds keeping could justify year round positions.



Jarvis Brecker and Edie Felix, two regular CGRA volunteers, prepare the flags for the starting sequence at CGOD 2004. Photo by Rich Jones.

Sailing Center Activities

Regattas

Successfully hosting major regattas is the best and most cost-effective way of spreading the word about Cascade Locks, maintaining a good reputation within the sailing community, and attracting even more attention. Demand will continue for national, international and even world-class One-Design regattas at Cascade Locks as long as high quality race organization and management is in place to provide excellent racing and regatta facilities. A world-class sailor will only want to spend time and money to bring a boat from a long distance to a regatta site that has a reputation of great racing. A sailing center facility would not only provide the expected quality regatta to world-class sailors, but also to the beginner and aspiring competitive sailor. A full service facility would provide a better base of operation to accommodate regattas for many different kinds of boats that require different launching options. Under the direction of a full-time staff, a full service sailing center would be able to market and attract bigger sailing events and promote participation.



2003 Laser Masters World Championship; Cadiz, Spain

Clinics

Sailboat racers are always looking for ways to improve their racing performance. A facility with meeting room and audiovisual tools will be able to run better clinics and will be in greater demand. CGRA is currently in the process of organizing a national youth clinic for the summer of 2005. We anticipate that the clinic could grow to 150 participants who would train at Cascade Locks for a full week. Other clinics are also anticipated as sailboat class specific training sessions. It is hoped that the proposed Cascade Locks Sailing Center would also provide a base of operation for the Skiff Sailing Foundation that provides clinics for skiff style boats. Sailing clinics not only attract eager beginning sailors but also experienced sailors, sailing champions and professional sailors and coaches. Well-known training organizations such as Sail Coach or J World may be attracted to a full service sailing center in the Gorge to conduct high level intensive sailing training camps.

US Olympic Training

Olympic hopefuls already come to Cascade Locks as part of their training program. The Gorge provides good consistent strong winds during the summer months that are very rare in North America. Many Olympic sailors are also attracted to the Gorge due to the reasonable cost, especially when compared to other windy venues such as San Francisco Bay. Providing our top talent with a base of operations for their training program will only improve Cascade Locks' reputation as a great sailing location.

Sailing Schools

Sailing schools cater to a wide range of ages and experience, from the eight-year-old child learning to sail for the first time in an Optimist Pram to seasoned racers refining their skills from a veteran instructor. Typical programs may include:

- Youth learn to sail - Children taught in Optimist Prams, Bytes, Laser Radials and Lasers. Youth programs are the backbone of any sailing school and could include sailing summer camps and day camps for local children, water safety training, first aid courses and basic life support training.
- Adult learn to sail - Adults taught in boats ranging from a dinghy to small keelboats.
- Top Gun Sailing School - Sailors wanting to improve their skills with instruction from an expert race instructor.

Recreational Sailing

The facility will provide access for recreational sailing year-round. Local sailors will be encouraged to use the facility as a launching area, for boat moorage, and as a place to hang out before or after sailing.

Other Sporting Events

Other non-motorized sporting events could be based out of the sailing center as scheduling allowed. Sports such as formula board windsurfing, kayaking, canoeing, biking, adventure racing, and triathlons are each compatible with the vision and usage of a sailing facility and would serve to enhance the quality of the center.

Community Activities

The Sailing Center would also be available for community activities such as meetings, work groups and other community functions. Private functions and family gatherings would also be allowed on an availability basis.



"Shark Attack" The J24 Bite Me, shows beautiful downwind form sailing in the gorge. Photo by Sean Trew



Community Sailing Center Financial Structure

CGRA is classified by the IRS as a 501(c)(3) organization and envisions financial support from regatta and instruction fees, moorage fees, fund drives, private donations and public grant applications. Efforts are underway to begin building a stable financial base for the future, however funding efforts have been greatly impeded by lack of a committed water front site that would provide the focal point for a building campaign.

Regatta and Instruction Fees

Currently the main basis of support for CGRA, regatta fees cover the basic expenses such as maintenance, insurance and trophies.

Private Donations

Fundraising for private donations is an ongoing part of CGRA's financial program. This is a small-scale effort right now, to continue the current level of programs; however, it is anticipated that this will be greatly expanded as CGRA looks for sponsorship and financial support for the permanent facility.

Moorage/Launch Fees

Moorage and launch fees will add to CGRA's financial support basis when the permanent facility comes online. These fees will cover additional expenses that are inherent in operating a facility, such as maintenance, grounds keeping and moorage management.

Fund Drives

Annual fund drives will be a necessity to cover some of the costs associated with maintaining a staff which will promote the facility, organize and run the events. Fund drives will be geared towards users of the facility, northwest sailors and national supporters of sailing events.

Grant Applications

The construction of the permanent facility will require grants from both government agencies and private foundations. The Port of Cascade Locks is already seeking money for a feasibility study for the Sailing Center in Cascade Locks, and CGRA is exploring possible grants to hire an executive director to oversee CGRA during its development phase and to manage the eventual construction of the permanent facility.

Sailing Center Examples – Existing Facilities

Community sailing centers around the world are set up with the common goals of providing economical public access to sailing and for facilitating events and competition that foster the sport and bring sailors together.

How each center achieves this goal is a function of their access to water, community support, and the prevailing sailing conditions in the area. As a result of these variables, these community sailing centers provide different levels of facilities, services, and programs.

Without exception, community sailing centers are operated by non-profit organizations committed to the sport of sailing. Their facilities are usually on public land that might be the property of a port, parks department or municipal government. The development and building of the site is usually accomplished through the joint efforts of the public entity that owns the land and the non-profit organization that will operate it. Use of the land is governed by a “lease” or “use agreement” depending on who has primary responsibility for the upkeep of the facility.

The funding of these community sailing centers is very similar from one to the next. The initial capital investment is usually raised through a combination of grants and public funds along with corporate and private donations. Annual operations are usually funded 50%-65% from income derived from facility use, boat storage, events, sailing lessons and equipment rental. The remaining 35%-50% comes from annual corporate and private donations.

Among the existing sailing centers are a few facilities that stand out as exceptional because they provide both outstanding facilities for communities to access sailing and a venue for hosting large international sailing events. These places are unique in the world mostly because they are located where there are great sailing conditions.

Below is a sampling of these facilities:

Jericho Sailing Centre, Vancouver BC

In 1974 a small number of Vancouver sailors banded together, formed a non-profit association and, in co-operation with the Vancouver Park Board, created the Jericho Sailing Centre.

The Jericho Sailing Centre Association is made up of a collective of clubs, fleets and schools that share one public facility and provide a wide





range of inexpensive opportunities for naturally-powered watercraft to access English Bay. The Jericho Sailing Centre provides programs to teach sailing, windsurfing, ocean kayaking, safety and seamanship to people of all ages. The facilities provide all the opportunities and amenities for getting the community out on the water as well as an event site for large sailing competitions.



US Sailing Center at Long Beach

Once envisioned solely as a training site to help sailors fulfill their Olympic dreams, the United States Sailing Center at Long Beach has developed into a center for training sailors of all abilities. The center is located on land belonging to the city of Long Beach but is operated by a separate non-profit organization called the Pacific Coast Sailing Foundation.



From developmental clinics and hosting of world-class regattas to coaching a number of area high schools and the USC collegiate sailing team, the US Sailing Center offers sailors the skills necessary for success in competition. In addition, the US Sailing Center also offers other programs including Youth-At-Risk activities through local help groups, Learn-to-Sail classes for all ages and disabled sailing opportunities through the Center's own Disabled Sailing Association.

The US Sailing Center is also helping with the administration and development of the sport through key involvement with the Pacific Coast Intercollegiate Yacht

Racing Association, Southern California Youth Yacht Racing Association, Southern California Yachting Association, Pacific Coast Interscholastic Sailing Association and numerous national organizations including the United States Sailing Association.



Located on the Alamitos Bay Peninsula in Long Beach, the US Sailing Center offers a wide range of facilities and boats for its programs.

Sail Newport

The Sail Newport Sailing Center is Rhode Island's premier public sailing site.

Award winning instructional programs, fleets of rental boats and a prime One-Design sailing facility that includes dinghy docks, ramp-launching, summer and winter storage, on-shore conveniences and ample free parking make it stand out in a community known for its sailing tradition. In addition, their new Youth Sailing Center has added greater ability to offer more children a chance to learn to sail than ever before.

The sailing center is located at Fort Adams, a National Landmark held in trust by the State of Rhode Island and operated by the RI Parks Department. Sail Newport has been granted a no cost lease to operate the sailing center, which is funded primarily through corporate sponsorship and private donations. Additional income is realized through a very active sailing school, boat rentals and regatta hosting.

Sail Newport's ideal facility allows it to host international sailing events for 200 or more boats and it is widely regarded as one of the best community sailing programs in the United States.



Community Economic Impacts

This section describes the community economic impacts of CGRA's proposed facility, including local business revenue that may be expected from visitors to the facility, as well as earnings, employment and local tax revenues that would be generated. For analysis purposes, the impact of the existing use of the site is presented first, then the impact of the proposed facility, with a comparison to existing conditions.

Use Categories

The Sailing Center will support a wide variety of sailing activity, ranging from the highest level of national and international competition to local and regional events for our area's residents. The world-class conditions that prevail on the Columbia River provide one of the most desirable sailboat racing venues in North America. The following are the classifications of these activities that are used for economic analysis purposes.

Racing and Training Events

Major Regatta	Regional, national or international event that draws a large fleet of very competitive sailors; includes ancillary and support participants as well, and in some cases draws a substantial number of spectators
Minor Regatta	Local or regional event, typically smaller than a major regatta but more frequent; includes some support participants and spectators
College Regatta	Regional or national event with college-aged participants; some support participants and spectators; may include some regattas for high school-aged sailors
Major Clinic	Regional, national or international training session, typically three to six days' duration; draws experienced sailors from distant locations and includes high level coaching
Minor Clinic	Local or regional training session; typically one to two days' duration; draws a variety of sailors, including youth

Instruction

Summer Camps	Multi-day instructional programs for youth sailors, typically a mix of local (Portland area) residents attending on a day basis and sailors from more distant locations that stay overnight; typically four to six days' duration
Classes	Adult and youth training in a class format, typically day or evening sessions scheduled one to three times per week over a four to six week period; participants live in the local area

The Sailing Center will also host recreational sailing, or sailing by private boat owners who use the facility for water access and who sail for pleasure, not as part of an organized event or activity. Recreational sailing of this type would be facilitated by on-site boat storage capability, typically on dollies or trailers, or through in-water moorage.

In addition, it is anticipated that the Sailing Center will serve as a venue for a variety of special events, most of which are associated in some manner with the communities around Cascade Locks. Examples include non-sailing sports events (for instance, running, bicycling or water sports such as kayaking), community events ranging from meetings to barbeques and celebrations, plus private events such as reunions, picnics, corporate meetings and training sessions. The extent to which the facility is used for non-sailing events will obviously depend to some degree on its design and on management and budget considerations.

Impacts of Current Use Levels

Current Use Levels

At present, the Cascade Locks public marina and beach are used for many of the activities discussed above, albeit often in a limited manner due to site limitations. The following table shows existing (2004) use levels of each type. These figures are estimates based on data from scheduled regattas plus estimates by CGRA and others familiar with the site.

Factor	Racing/Training Events						Recreational Sailing	Total
	Major Regatta	Minor Regatta	College Regatta	Major Clinic	Minor Clinic	Subtotal		
Events per Year	2	4	3	0	2	11	22	33
Average Days per Event	3.0	3.0	2.0	5.0	2.0		2.0	
Attendance per Event:								
Competitors	150	40	55	50	15	310	0	310
Officials/Spectators	80	20	20	10	7	137	10	147
Total Attendance	230	60	75	60	22	447	10	457
Participant-Days:								
Competitors	900	480	330	0	60	1,770	0	1,770
Spectators/Others	480	240	120	0	28	868	440	1,308
Total	1,380	720	450	0	88	2,638	440	3,078

Regattas and clinics total 11, with only two in the "major" category. Recreational sailing is assumed to occur on all 22 weekend days during the primary summer period. Some sailing may occur outside this time and is not included here.

The table also shows estimates of the number of participants for events in each category, broken out in terms of sailors and other participants such as support and spectators. Total attendance ranges from 230 individuals for major regattas to 22 for minor clinics. Participant-days for the year are estimated on the basis of participation and the average duration for each event. Totals amount to 2,638 participant-days for regattas and clinics, plus another 440 participant-days for recreational sailing. The overall total is 3,078 participant-days for the site.

Visitor Profile

The extent to which participants are overnight visitors in the area substantially influences the economic benefits to the greater community. Overnight visitors have much higher average daily expenditures, purchase lodging that is associated with lodging taxes, and remain in Cascade Locks and surrounding communities a higher proportion of each day, allowing community businesses to capture their expenditures.

The distribution of day vs. overnight visitation for participants in each category appears in the table below. The proportion of overnight visitors is estimated from recent events and the experience of other sailing centers. In general, the proportion of overnight visitors is highest for major regattas and clinics that draw participants, supporters and spectators from greater distances. Spectators in many cases, however, are likely to be from the local area and are day visitors to Cascade Locks.

Factor	Racing/Training Events					Subtotal	Recreational Sailing	Total
	Major Regatta	Minor Regatta	College Regatta	Major Clinic	Minor Clinic			
Participant-Days:								
Competitors	900	480	330	0	60	1,770	0	1,770
Spectators/Others	480	240	120	0	28	868	440	1,308
Total	1,380	720	450	0	88	2,638	440	3,078
Overnight Visitors (%)								
Competitors	90%	80%	80%	90%	40%		NA	
Spectators/Others	50%	50%	50%	80%	40%		20%	
Overnight Visitor-Days								
Competitors	810	384	264	0	24	1,482	NA	1,482
Spectators/Others	240	120	60	0	11	431	88	519
Total	1,050	504	324	0	35	1,913	88	2,001
Day Visitor-Days								
Competitors	90	96	66	0	36	288	NA	288
Spectators/Others	240	120	60	0	17	437	352	789
Total	330	216	126	0	53	725	352	1,077

Given the day/overnight proportions shown in the table, the estimate of 3,078 visitor days for the year is about one-third (1,077) day visitation and two-thirds (2,001) overnight. Half of the overnight stays are associated with major events.

Lodging

Overnight lodging in Cascade Locks includes motels (“commercial lodging”), campgrounds (including the Port of Cascade Locks facility), and the homes of visitors’ friends or relatives. The estimated distribution of overnight visitors among these lodging categories appears in the first table below. Of the 2,001 overnight visitor-days, 1,307 are in commercial lodging, and nearly 500 at campgrounds. The distribution of lodging used by visitors in each category appears in the second table below.

	Annual Participant Days			Total
	Major Regatta/Clinic	Other Regatta/Clinic	Recreational Sailing	
Overnight Visitors:				
Commercial lodging	840	432	35	1,307
Campground	105	345	44	494
Friends/relatives	105	86	9	200
Subtotal	1,050	863	88	2,001
Day Visitors	330	395	352	1,077
Total	1,380	1,258	440	3,078

Participant Accommodation	Percent of Overnight Visitors			
	Major Regatta/ Clinic	Other Regatta/ Clinic	Recreational Sailing	Instruction/ Camps/ Events
Commercial lodging	80%	50%	40%	40%
Campground	10%	40%	50%	50%
Friends/relatives	10%	10%	10%	10%
Total	100%	100%	100%	100%

Economic Impacts

Total expenditures associated with current use of the site amount to somewhat over \$300,000 per year, as shown in the table below. This figure represents the total of daily expenditures of users for lodging, restaurants, retail, transportation and other items. A large portion, but not necessarily all, of these expenditures will be made in Cascade Locks. Some will be elsewhere, as when overnight visitors travel to Stevenson, Portland or elsewhere for meals or other purchases.

	Annual Sales			Total
	Major Regatta/Clinic	Other Regatta/Clinic	Recreational Sailing	
Overnight Visitors:				
Commercial lodging	\$94,080	\$48,339	\$3,942	\$146,362
Campground	\$11,760	\$38,671	\$4,928	\$55,359
Friends/relatives	\$11,760	\$9,668	\$986	\$22,413
Subtotal	\$117,600	\$96,678	\$9,856	\$224,134
Day Visitors	\$30,360	\$36,322	\$32,384	\$99,066
Total	\$147,960	\$133,000	\$42,240	\$323,200

About half of these revenues are associated with major events, and the bulk of the remainder with minor events. Recreational sailing is associated with only limited sales.

The distribution among expenditure categories appears in the next table. The largest is food and beverage, followed by accommodations and retail. The extent to which the community of Cascade Locks can capture these daily expenditures depends on the business services it offers. Revenues generated through sales of food and beverages are relatively high, and transportation, which includes car rentals, is low. The more that the community's business sector is oriented to visitors, the greater will be its ability to capture visitor spending.

	Accomm.	Eat/Drink	Recreation	Retail	Food Stores	Private Auto	Auto Rental	Other Transp.	Total
Overnight Visitors:									
Commercial lodging	\$52,958	\$35,700	\$20,210	\$11,317	\$9,609	\$12,188	\$2,920	\$1,460	\$146,362
Campground	\$7,575	\$9,898	\$3,646	\$10,895	\$8,036	\$11,261	\$2,698	\$1,349	\$55,359
Friends/relatives	\$0	\$6,145	\$1,488	\$3,879	\$2,392	\$6,260	\$1,500	\$750	\$22,413
Subtotal	\$60,534	\$51,744	\$25,344	\$26,092	\$20,037	\$29,709	\$7,117	\$3,559	\$224,134
Day Visitors	\$0	\$30,748	\$18,593	\$26,281	\$9,908	\$9,958	\$2,386	\$1,193	\$99,066
Total	\$60,534	\$82,492	\$43,936	\$52,372	\$29,945	\$39,667	\$9,503	\$4,751	\$323,200



Other impacts that are associated with these sales to visitors - including earnings, employment and tax receipts - are discussed further below in the context of comparisons with the impacts of the proposed facility.

Impacts of the Proposed Facility

Projected Use Levels

The proposed Sailing Center would accommodate a larger number of bigger events and activities and would include a higher proportion of out-of-area visitors. Initial projected use of the facility is based upon 24 racing and clinic events, plus an additional six community events. Six of these are major regattas, and another eight are major clinics. At this level of use, the facility is active every weekend during the summer, plus many summer weekdays, as well as spring and fall weekends. This projected use amounts to 10,920 participant-days, half of which are competitors. Additional use is associated with instructional activity and recreational sailing, as described below.

Factor	Racing Events						Special Events			Total
	Major Regatta	Minor Regatta	College Regatta	Major Clinic	Minor Clinic	Subtotal	Regional	Community	Subtotal	
Events per Year	6	8	3	1	6	24	4	2	6	30
Average Days per Event	4	3	2	5	2		1	1		
Attendance per Event:										
Competitors	150	40	55	50	25		0	0		
Spectators/ Others	150	20	30	20	10		200	100		
Total Attendance	300	60	85	70	35		200	100		
Participant-Days:										
Competitors	3,600	960	330	250	300	5,440	0	0	0	5,440
Spectators/ Others	3,600	480	180	100	120	4,480	800	200	1,000	5,480
Total	7,200	1,440	510	350	420	9,920	800	200	1,000	10,920

Additional instructional activity and recreational sailing amounts to 2,860 participant-days, the largest portion of which occurs during the summer months.



Factor	Rec. Sailing	Camps	Summer Instruction			Spring/Fall Instruction			Total
			Race Clinics	Class	Subtotal	Race Clinics	Class	Subtotal	
Events per Year	22	4	15	8	27	7	4	11	60
Average Days per Event	2	5	5	1		5	1		
Attendance per Event:									
Competitors	0	0	0	0	0	0	0	0	0
Spectators/Others	10	20	16	40	76	12	20	32	118
Total Attendance	10	20	16	40	76	12	20	32	118
Participant-Days:								0	
Competitors	0	0	0	0	0	0	0	0	0
Spectators/Others	440	400	1,200	320	1,920	420	80	500	2,860
Total	440	400	1,200	320	1,920	420	80	500	2,860

Breaking out day vs. overnight visitors, which appears in the next table, shows that, of the overall total of 13,780 participant-days, nearly two-thirds (8,007) are overnight. This is a substantial portion, and illustrates the proposed Sailing Center's potential for attracting additional overnight visitation to Cascade Locks.

Factor	Racing Events					Subtotal	Other Activities			Total
	Major Regatta	Minor Regatta	College Regatta	Major Clinic	Minor Clinic		Rec. Sailing	Instruction	Special Events	
Participant-Days:										
Competitors	3,600	960	330	250	300	5,440	0	0	0	5,440
Spectators/Others	3,600	480	180	100	120	4,480	440	2,420	1,000	8,340
Total	7,200	1,440	510	350	420	9,920	440	2,420	1,000	13,780
Overnight Visitors (%)										
Competitors	90%	80%	80%	90%	40%		NA	NA	NA	
Spectators/Others	60%	50%	50%	80%	40%		20%	20%	20%	
Overnight Visitor-Days										
Competitors	3,240	768	264	225	120	4,617	NA	NA	NA	4,617
Spectators/Others	2,160	240	90	80	48	2,618	88	484	200	3,390
Total	5,400	1,008	354	305	168	7,235	88	484	200	8,007
Day Visitor-Days										
Competitors	360	192	66	25	180	823	NA	NA	NA	823
Spectators/Others	1,440	240	90	20	72	1,862	352	1,936	800	4,950
Total	1,800	432	156	45	252	2,685	352	1,936	800	5,773



Annual Participant Days

	Major Regatta /Clinic	Other Regatta/ Clinic	Recreational Sailing	Instruction	Special Events	Total
Overnight Visitors:						
Commercial lodging	4,564	765	35	194	80	5,638
Campground	571	612	44	242	100	1,569
Friends/relatives	571	153	9	48	20	801
Subtotal	5,705	1,530	88	484	200	8,007
Day Visitors	1,845	840	352	1,936	800	5,773
Total	7,550	2,370	440	2,420	1,000	13,780

Economic Impacts

Total annual sales associated with the level of use amount to roughly \$1.2 million. These sales were estimated in the same manner as before, using the same estimates of average daily visitor expenditures and the distribution of participants among day and overnight, as well as types of lodging. Over one-half of this amount is associated with major events – the type of activity that the proposed Sailing Center would support to a much greater degree than the capacity that exists at present.

Annual Sales

	Major Regatta /Clinic	Other Regatta/ Clinic	Recreational Sailing	Instruction	Special Events	Total
Overnight Visitors:						
Commercial lodging	\$511,168	\$85,680	\$3,942	\$21,683	\$8,960	\$631,434
Campground	\$63,896	\$68,544	\$4,928	\$27,104	\$11,200	\$175,672
Friends/relatives	\$63,896	\$17,136	\$986	\$5,421	\$2,240	\$89,678
Subtotal	\$638,960	\$171,360	\$9,856	\$54,208	\$22,400	\$896,784
Day Visitors	\$169,740	\$77,280	\$32,384	\$178,112	\$73,600	\$279,404
Total	\$808,700	\$248,640	\$42,240	\$232,320	\$96,000	\$1,176,188

The distribution of these expenditures among business categories appears in the following table. The largest portion is for food and beverage, amounting to nearly \$300,000, followed by lodging at about \$250,000 and retail at \$173,000. As is the case at present, the community of Cascade Locks will capture a substantial portion of these expenditures if an appealing selection of business offerings is available.



	Accomm.	Eat/Drink	Recreation	Retail	Food Stores	Priv Auto	Auto Rental	Other Tran	Total
Overnight Visitors:									
Commercial lodging	\$228,473	\$154,018	\$87,191	\$48,822	\$41,455	\$52,581	\$12,596	\$6,298	\$631,434
Campground	\$24,039	\$31,411	\$11,570	\$34,575	\$25,500	\$35,736	\$8,561	\$4,281	\$175,672
Friends/relatives	\$0	\$24,588	\$5,952	\$15,522	\$9,570	\$25,046	\$6,000	\$3,000	\$89,678
Subtotal	\$252,511	\$210,017	\$104,713	\$98,919	\$76,525	\$113,363	\$27,158	\$13,579	\$896,784
Day Visitors	\$0	\$86,722	\$52,438	\$74,122	\$27,945	\$28,085	\$6,728	\$3,364	\$279,404
Total	\$252,511	\$296,738	\$157,151	\$173,041	\$104,469	\$141,448	\$33,886	\$16,943	\$1,176,188

Economic Impacts Summary

A summary of the economic impacts of the proposed Sailing Center appears in the table below, with those of the current use levels for purposes of comparison. Total expenditures – which consist of purchases in area businesses – rise to about \$1.2 million. The earnings associated with these expenditures, which include wages and the income of proprietors, amounts to \$330,000, representing about 20 jobs. Tax receipts, which consist of lodging taxes, amount to somewhat over \$14,000.

	Maximum use of Current Facility	Full us of Proposed Facility
Travel-Generated Sales	\$323,200	\$1,176,188
Earnings	\$91,483	\$332,925
Employment (number jobs)	5.4	19.7
Local Tax Receipts	\$3,978	\$14,475

Conclusion

The Columbia River Gorge is the North American destination that sailors around the world want to experience. Those that have sailed here vow to return, and many do consistently. The community of Cascade Locks is faced with an exciting opportunity. Full implementation of the Columbia Gorge Sailing Center would allow the community to capitalize on the building popularity of the area as a world-class sailing venue. The spin-off potential of employment, businesses, community enhancement, and a world-renowned community reputation would follow. The City of Cascade Locks has the opportunity to position itself with other world famous sailing venues, including San Francisco Bay, Newport, RI, and Miami, FL.

The potential to develop a successful and renowned Columbia Gorge Sailing Center is a valuable competitive economic advantage for Cascade Locks, and one that CGRA encourages the community to capitalize on. The high quality facilities that CGRA proposes will help position Cascade Locks in the most desirable light with respect to the sport of competition sailing – the best Northwest location for the highest performance, most exciting events. But this vision needs firm community support and needs the residents of Cascade Locks to “see” this as their future. A prime water front location to build such a sailing center is required. Without a stable base of operation the growth potential cannot be realized. CGRA’s goal is to participate in a long-term partnership with the community of Cascade Locks in this vision.



Appendix A: What is One-Design Racing?

Humans have always competed – on foot, horses and on the water. Sailing is one of the longest standing organized competitions in the world. Originally, speed under sail created economic advantages. The faster the boat, the quicker the goods reached the market. The port-to-port records of the 1800's Clipper ships have only recently been eclipsed. Over the centuries, the sport of sailboat racing has evolved in two distinct directions--Handicap and One-Design.

Handicap racing evaluates the potential speed of the boat in a variety of conditions and gives it a handicap, or rating allowance, in seconds per mile behind the fastest boat in the fleet. Similar to golf, the fastest boat is referred to as the "scratch boat." Like a golfing handicap, there are days the boat fulfills its rating. And there are days it does not. Heavy, beefy boats designed for rough weather do poorly in light airs. Light and sensitive boats do poorly in strong winds. A specific design's characteristics and the weather during the race often have as much to do with the finish position as the crew in handicap racing.

In contrast, One-Design racing puts equal boats on the water with the only difference being the crew sailing each boat. Being the same, the boats handle heavy and light airs with the same sailing characteristics, so boat performance becomes a matter of individual sailing skills, not a theoretical "handicap." The boats all start at the same time. The first boat over the finish line wins. The boats are equal. The only difference is the skipper and the crew.

All Olympic Classes are One-Design classes. One-Design racing remains by far the most popular form of sailboat racing worldwide. One of the reasons is the ease of getting involved. One-Design boats can be cheap or expensive, with a crew complement of one to five or more. A starter One-Design for kids, like the El Toro, might cost as little as a couple hundred dollars. Boats in the Melges 24 Class, needing four to race, often cost in excess of \$30,000. Most importantly, at the end of the day, how well the skipper and the crew manage the boat makes all the difference in the final standings.

Appendix B: Proposed Development Schedule

(One Alternative for a Staged Development)

Phase 1 (Current conditions)

Site Current location in the East end of Cascade Locks' Marine Park

Business Facilities

- Portable building with power, and room for a desk and storage space for office supplies and race management equipment
- Bulletin boards mounted on outside of out-building

Meeting and Dining Facilities

- Access to existing outdoor facilities for picnicking and barbecuing

Boat Launch/Storage Facility

- Continued access to the beach for launching and storage of centerboard boats from dollies or small trailers
- Access to the public ramp for trailer-launched small keelboats
- Access to the boat ramp parking lot to bring in a forklift for launching larger keelboats
- Moorage in the public basin, as available, for race management vessels and small keel boats
- Limited lot storage inside a fenced enclosure

Competitor/Spectator Facilities

- Use of public parking areas in the Marine Park for competitors, spectators, employees and volunteers
- Use of public restrooms and showers in the Marine Park
- Installation of a seasonal port-a-potty near the beach area in the Park
- Use of public, fee camping areas in the Park, reserved for CGRA participants during events

Phase 2 (Permanent Sailing Center location)

Site Permanent Sailing Center location as identified by the Port and approved by planning authorities. Full facility should be planned and all necessary lands dedicated for this use.

Business and Meeting Facilities

- Small building near the boat staging area providing power, phone, restroom and shower facilities, limited office space for an executive director and race management personnel, and storage for race management, maintenance equipment and refrigerators.
- Covered space providing a reception area, bulletin board and ample space for skippers meetings and other groups designed to accommodate serving and picnic tables and barbeque

Boat Launch

- In a protected bay, with easy access to the racecourse
- A boat-friendly sand and gravel launching and staging area with an appropriate angle of entry that will accommodate 100 centerboard boats on dollies or small trailers
- A paved ramp to accommodate trailer-launched boats with easy access and an ample staging area for 5 trailer and tow combinations
- Ability to bring in a forklift for launching larger keelboats

Storage Facility

- Permanent pier with limited moorage for race management vessels and small keel boats
- Moorage in the public basin, as available, for race management vessels and small keel boats
- Limited dinghy racks in a fenced enclosure near the staging area
- Fenced storage adjacent to the parking/staging area to accommodate 25 dinghies on racks, dollies and trailers

Competitor/Spectator Facilities

- A parking/staging area to accommodate 100 vehicles (could be grass)
- Rest rooms/showers/changing rooms in the administrative building
- Primary fee camping area adjacent to the parking staging area
- Use of public, fee camping areas in the Park as available

Phase 3 (Permanent Sailing Center location)

Site Permanent Sailing Center location as identified by the Port and approved by planning authorities. Full facility should be planned and all necessary lands dedicated for this use.

Business and Meeting Facilities

- An activities building adjacent to the parking/staging area providing:
 - Office space for the executive director, principal race officer, event manager and harbormaster
 - A communications center providing computer, internet and phone access for competitors
 - A banquet room dividable into conference rooms for staff meetings, sailing school classes, coaching sessions, protest hearings and small scale community events
 - Snack bar/pub, including a commercial kitchen and food preparation area
 - Restrooms and showers
 - Workout room
 - First-aid area
- Building near the boat staging area-providing restroom and shower facilities, with office space for race management personnel and sailing school director and storage for race management equipment and refrigerators.
- Covered space providing a reception area, bulletin board and ample space for skippers meetings and other groups with room to accommodate serving and picnic tables and barbeque.

Boat Launch

- In a protected bay, with easy access to the racecourse
- A boat-friendly sand and gravel launching and staging area with an appropriate angle of entry that will accommodate 100 centerboard boats on dollies or small trailers
- A paved ramp to accommodate trailer-launched boats with easy access and an ample staging area for 5 trailer and tow combinations
- A 5 ton hoist capable of launching of larger keel boats with easy access and an ample staging area for 3 trailer and tow combinations

Moorage and Storage Facilities

- A permanent pier and docks to accommodate 15 small keel boats and race management vessels
- Dinghy racks to accommodate 25 boats in a secure fenced enclosure near the staging area
- Secure fenced storage adjacent to the parking/staging area to accommodate 25 dinghies on racks, dollies and trailers

Competitor/Spectator Facilities

- A parking/staging area to accommodate 150 vehicles (could be partially grass)
- Primary camping area adjacent to the parking staging area to accommodate 20 tents and 10 RVs
- Use of public, fee camping areas in the Park as available

Appendix C: Amateur Sports as Economic Development

There are a number of examples of how amateur sports facilities have been developed in order to provide valuable community assets from an economic perspective. The City of Indianapolis, for example, has adopted amateur athletics as a primary economic development strategy, building facilities for a wide range of amateur sports. Over a 15-year period the facilities attracted over 4.5 million people, nearly two-thirds of who were from out of state. Other states that have adopted amateur sports as an economic development strategy include Minnesota with its Amateur Sports Commission, North Carolina with its Sports Development Office and Indiana with its Sports Commission.

One of the largest single facilities is Disney Wide World of Sports, hosting 170 youth and amateur events each year.

A good example of a Northwest facility that capitalizes on the strengths of the region is the George Pocock Rowing Center in Seattle, an Olympics level training facility that attracts athletes from throughout the US. A similar example is the Boston Rowing Center, a nationally known facility that draws on the history of rowing on the Charles River. The Boston Sailing Center, a large community instruction and recreation facility, is located nearby.

Portland includes a few examples, although at a smaller scale. Baseball facilities that attract events and participants from throughout the Northwest include the Alpenrose Stadium and the Delta Park facilities. Alpenrose also has one of the few bicycle-racing tracks in the US and attracts many regional and national events. The Palmer Lift on Mt. Hood, albeit a commercial facility, attracts skiers from throughout North America for summer training. All of these facilities attract participants, families and spectators from out of the area, enhancing business sales and providing valuable income and employment.



Appendix D: References and Resources

Resource

Website

Columbia Gorge Racing Association
US Sailing Association

<http://www.cgra.org>
<http://www.ussailing.org>

Community Sailing Centers

Jericho Sailing Center
US Sailing Center at Long Beach
Sail Newport

<http://www.jsca.bc.ca/>
<http://www.ussailingctr-longbeach.org/>
<http://www.sailnewport.org/>

One-Design Class Associations

Tasar
Laser
J-24
Melges 24
I-14
Snipe
Europe
Finn
29'er
49'er

<http://www.tasar.org>
<http://www.laser.org>
<http://www.j24class.org>
<http://www.melges24.org>
<http://www.i14.org>
<http://www.snipe.org>
<http://www.europedinghy.org>
<http://www.finnclass.org>
<http://www.29er.org>
<http://www.49er.org>

Sail Training Organizations

Sail Coach
J World

<http://www.sailcoach.com>
<http://www.jworldschool.com/>