

the

# STARTING LINE

February 2011



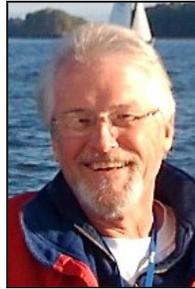
SMALL YACHT SAILING CLUB OF OREGON



# FROM THE COMMODORE

By Jim Sinclair, Commodore

I don't know about you, but the fine early February weather has me ichin' to get the season started. I want to put the top down on the car, I want to scrub the winter green off the boat and install the new boat bling that Santa brought, I want to get the crew pumped up for spring racing, I want... oh, it's raining and cold again. I should have known, seems we always get a false alarm about this time of year. But take heart, the real spring is not far off and we can get going on all those things, and SYSCO is here to help with some of them.



night beer can races, and the race/cruise to St. Helens. Add to that twenty-six nights of scheduled cruises and you have the biggest bargain in an organized racing/cruising club that you can find anywhere.

In the meantime, come join all your SYSCO friends at the annual Chateau SYSCO Social & Membership Drive at RCYC on Saturday the 19<sup>th</sup> of February.

And remember, keep the cloth side up!

*Jim Sinclair*  
*Commodore*  
*S/V Dazzle*

Replaces SYSCO's February Meeting

Checkout the schedule elsewhere in the newsletter for details on the SYSCO Race Clinic, the Spring Shakedown Cruise, and the beginning of the SYSCO Spring Series. Pancho III has been repaired and is ready for another season of steadfast service.

I know 2011 is going to be a great SYSCO year. I want to thank the SYSCO board, the committee volunteers, and the fleet captains for all the time and effort they put in to making SYSCO the great club that it is. We're gearing up for four days of weekend regattas, twenty nights of spring and summer series racing, two Friday

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## COLUMBIA CROSSINGS MOORAGE DISCOUNT

Columbia Crossings is offering a special discount to SYSCO members who actively race. The "Racer's Row" discounted moorage at Tomahawk Bay Moorage is only \$99 a month for boats twenty-eight foot and under. Discounts are also available for larger boats. The savings for the season would easily pay for a membership in SYSCO.

## Coming Events

SYSCO Social & Membership Drive

**Saturday, February 19**

Rose City Yacht Club, 7 pm

OCSA Race Mgmt Clinic

**Wednesday, March 9**

Portland Yacht Club, 6 pm

SYSCO Meeting

**Monday, March 21**

Dinner 6 pm — Meeting 7 pm

SYSCO Race Clinic

**Thursday, March 24**

Rose City Yacht Club, 6:30 pm

**Friday, March 25**

On the Water Session, 6 pm

SYSCO Meeting

**Monday, April 18**

Dinner 6 pm — Meeting 7 pm



# SYSCO

## Wine Tasting and Membership Drive

Saturday, February 19  
7 pm

Rose City Yacht Club  
3737 NE Marine Dr.  
Portland, OR 97211

Bring a bottle of wine and an  
appetizer to share

Invite a prospective new member  
to this social event

# OCSA 2011 Racebook

Buy yours at the February  
19th SYSCO Wine Tasting  
Social. OCSA Membership,  
Race Book and Course  
Chart available for \$25.  
Additional charts for \$1.

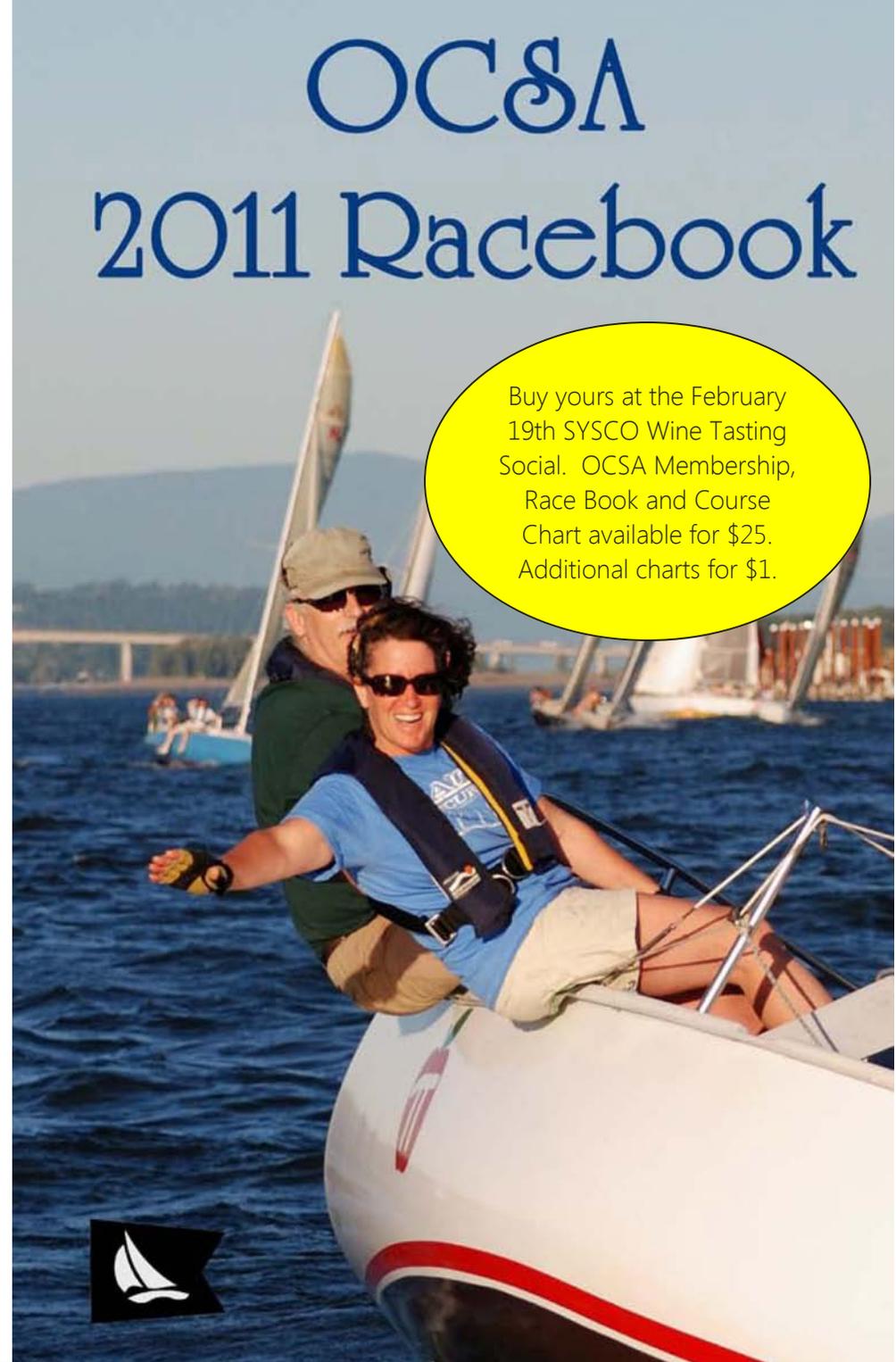




Photo by Dale Mack

# SYSCO 2011 CRUISING SCHEDULE

March 26-27	Spring Shake Down Cruise	Sandy Beach Government Island, West
May 28-30	Memorial Day Weekend	Martin Island
June 11-12	Multnomah Channel Cruise	Hadley's Landing
July 2-4	Independence Day Weekend	Martin Island
July 30 - Aug 7	Delta Cruise	Martin Island, Cathlamet, Warren Slough, Astoria
Aug 27-28	St. Helens Race & Cruise	St. Helens City Docks
Sept 3-5	Labor Day Cruise	J.J. Collins East, Coon Island
Oct 22-23	Fall Colors Cruise	Hadley's Landing

A SYSCO cruise is held as informal rendezvous. There is no RSVP, no fees to attend, and no cruise leader. Appetizers are commonly shared.

### Don't forget to fly your SYSCO burgee

For more information on the destinations, go to:

[http://www.boatoregon.com/OSMB/library/library.shtml#Boating\\_Facilities\\_Guide\\_](http://www.boatoregon.com/OSMB/library/library.shtml#Boating_Facilities_Guide_)

# THE CRUISING COMMUNITY — *Mexico*

By Sandy Edmonson



**W**hat fun it is to pull into a marina after a long passage and see the smiling faces of good friends waiting to take a line and greet you with a hug and warm welcome.

One of the joys of cruising in Mexico is the community of wonderful people. When we arrived in Mazatlan two days ago (we're planning to stay here through the Christmas holiday) we were pleased to see that the cruisers are amassing and numerous parties and events are in the planning stages. Our Portland guests fly in on Monday so we're looking forward to showing them a bit of what our lifestyle is like.

Washingtonians, Oregonians and Canadians make up a huge percentage of the cruisers in

Mexico and all are delighted to be out of the cold.

Its always fun to meet new friends but it is especially nice to discover people you know from home are nearby as well. When in San Carlos, having Ken & Linde of "Rosebud" just a few slips down was almost like being back in Portland since we were docked next to each other there. Jeff and Jane of "Adagio" were on the next dock over, directly behind us, so kibitzing across the water was happening daily. Jane was a long time OWSA member and said she'd never be here if it hadn't been for Alice & Gail's wonderful tutelage. Steve and Kristen from "Nautilus" (they are from Seattle and we became close friends last season) and John and Barb of "Naida" (a Canadian couple we met in

Newport, OR on the trip south) were docked next to each other on the dock behind us so not only were we able to visit with both, but we could introduce them to each other. Between dock parties, birthday dinners, "girl days" and cockpit cocktail gatherings we all became closer during the weeks we were there putting the boats back together. In the meantime we also met more nice folks we hope to connect with again soon.

When we arrived in Mazatlan, after a 3 day passage, it was nice to see "Hooligan" was on our dock as we rounded the end tie. Tom & Barb are from Orcas Island and did much racing (including numerous Trans Pac, Vic Maui and Swiftsure races) before deciding to go cruising.

*(Continued on page 6)*

# THE CRUISING COMMUNITY — cont.

We met them 2 years ago and have become good friends. Even better, our slip we is right next to Dave & Marili on "Tamara" and two down from our friends, Ron & Karen, on "Aegean Odyssey". Marili is another OWSA member who left Portland for sunnier climes. There are numerous friends over at the El Cid Marina as well so it is likely we'll be dinghying over there from time to time for parties and pool time (no pool here...3 there).

One of the things that is strikingly different at marinas here vs marinas in the States is the activity and the sense of community. Back in Portland, when I lived at Tomahawk Bay, it was unusual to see many people on their boats except on summer weekends. Even then, they would usually come down for the day, do a little work on the boat, maybe go out for an afternoon sail and then button it up and go home. If they did stay overnight on the boat they usually either kept to themselves or partied until the wee hours. Here,



people live on their boats so they are around all the time. They work on them constantly (they are, after all, boats), clean them, relax in the cockpit with a book in the afternoon or a glass of wine at sunset and just, generally, enjoy being on them. They also socialize. As soon as you arrive, the people across the dock or next

door are there to take a line and introduce themselves. Every day the morning net on the radio keeps everyone up to date on who is where, who just arrived, who is leaving, what events are happening this week and where needed services can be found.

Yesterday, our friends on "Hooligan" left to go to Barra de Navidad for Christmas. A few hours later they were towed back in by a panga. Apparently ½ hour after they left the oil pressure bottomed out and they had to turn off the engine and come back. By the time they reached the slip there were fully a dozen people waiting to take lines and help guide the boat in. By the end of the day offers had

been made to loan tools, help with work and have guests bring down needed parts. It's just the way the cruising community works.

This lifestyle isn't for everyone, but for those of us who enjoy it, the people of the cruising community are the icing on the cake.

# OCSA Race Management Clinic

March 9 • 6 pm • Portland Yacht Club, 1241 NE Marine Drive



EVERYONE IS INVITED



This extremely informative seminar is not just for race captains. The seminar will focus on the planning and coordination involved in putting on a sailboat race. There will be something for everyone. The topics will include courses, timing, calculations, planning, promoting, handling protests and more.

FOOD: Pizza \$1 per slice for dinner • Sodas **FREE!**  
FEE: **FREE!**



Helps racers learn how to start and finish a race.

If you are interested in becoming a part of race management either as a Race Captain or on a Race Committee, this clinic is a must. If you are new to racing, the clinic is a great way to increase your understanding of how to start and finish a race when you are competing.

For More Information Contact: Kimberly Rimkus 503.957.0602 or [kim.rimkus@comcast.net](mailto:kim.rimkus@comcast.net)

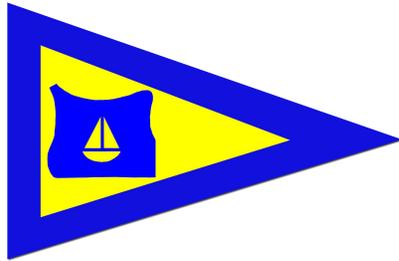
Oregon Corinthian Sailing Association • PO Box 5074 • Portland, Oregon 97208



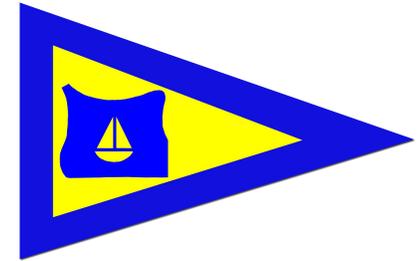
*Winter Racing by Terry Johnson*



# SYSCO Race Clinic



**Thursday, March 24**  
Rose City Yacht Club, 6:30 pm



**Friday, March 25**  
On-the-Water Session, 6:00 pm

SYSCO extends an invitation to all skippers and crew to attend this race clinic. SYSCO membership is not required. Novice racers and those new to racing on the Columbia River will find the clinic particularly helpful.

The Thursday evening session will include topics like how to register for a race, how to start and finish a race, how the Race Committee communicates race courses to the skippers via the course board, how restarts and shorten course is handled, local knowledge regarding racing conditions, and any OCSA rule changes between 2010 and 2011.

Friday's on-the-water session will take place in the vicinity of Daymark "2" near McCuddy's Marine Drive. The session will include several practice starts together with a round-the-buoy practice race to the finish. Experienced skippers will be available for onboard assistance.

For More Information Contact: Gary Whitney at 360.253.2427 or [kasl@comcast.net](mailto:kasl@comcast.net)

# SYSCO FLEET NIGHT A HUGE SUCCESS

By Jim Sinclair

**B**y all accounts SYSCO's first ever Fleet Night, held January 17th, was a huge success. At least fifteen new or returning memberships were turned in. Seven fleets got organized and choose a fleet captain. Great food and drink was enjoyed by a capacity crowd.

Special thanks go to our Rose City Yacht Club hosts Alan & Rhonda Boguslawski and Frank & Sandy Noragon. I also want to thank our kitchen staff Anna Campagna, Edie Felix, and Rich Jones, and to all the SYSCO members and sailors who participated.



# FLEETS PROVIDE SYSCO'S RACE COMMITTEES

**R**ecognized fleets have the principle responsibility for providing race committees. Fleet Captains draw race committee members from their own fleet, other interested members, or associate members for the fleet's assigned race day.

The Vice Commodore prepares the a race committee duty roster soon after the race schedule has been established. From the duty roster, each Fleet Captain knows which races they need to provide a race committee and a race committee boat for.

Under the direction of the Vice Commodore a qualified Principle Race Officer (PRO) must manage the race committee and provide a qualified operator of the mark boat (Pancho III). Qualified operators of Pancho III must be SYSCO members.

<u>Fleet</u>	<u>Captain</u>	<u>Email</u>	<u>Phone</u>
A	Mark Fischer	windwardmdvco@gmail.com	360.566.5866
B	<< No Captain Identified >>		
C1 (Martin 24)	George Brown	brownge@gmail.com	971.404.1096
C2 (Merit 25)	David Paligo	pdj13@msn.com	503.335.0786
D (J/24)	Phil Brzytwa	pbrzytwa@gmail.com	951.344.5172
E	Jim Shaw	jbsstsi@aol.com	360.852.8829
F	<< No Captain Identified >>		
G	<< No Captain Identified >>		
H (Ranger 20)	Todd Bassham	basshamfam@hotmail.com	503.705.5737
H1 (Cal 20)	Chris Solsby	fordsolsby@gmail.com	503.701.2849
H2 (Catalina 22)	Don Woodhouse	bajadon@hotmail.com	360.798.2280
Cruising Class	Steve Spon		



Photo by Terry Johnson

# RACE COMMITTEE ASSIGNMENTS

<b>Fleet</b>	<b>Captain</b>	<b>Spring</b>	<b>Summer</b>
Cruising– Fast	Steve Spon	26-Apr	14-Jun
C1 (Martin 24)	George Brown	28-Apr	10-Jun
H1 (Cal 20)	Chris Solsby	3-May	21-Jun
A	Mark Fischer	5-May	23-Jun
H (Ranger 20)	Todd Bassham	17-May	28-Jun
H2 (Catalina 22)	Don Woodhouse	19-May	30-Jun
Cruising– Slow	Steve Spon	24-May	5-Jul
E	Jim Shaw	26-May	7-Jul
D (J/24)	Phil Brzytwa	31-May	12-Jul***
C2 (Merit 25)	David Paligo	2-Jun	14-Jul***

## Note 1:

The SYSCO race organizer or a Board member will be available each night to help with the Mark Boat and/or RC duties if needed.

## Note 2:

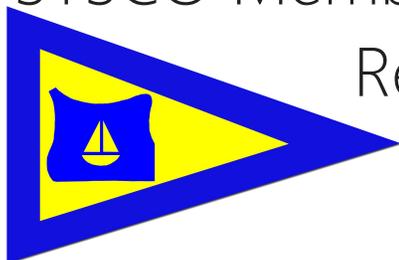
Contact Michael Nance at 360.901.3991 or [mike@southcoastweb.com](mailto:mike@southcoastweb.com) if changes need to be made to the RC schedule.

## Note 3:

Contact Michael Nance if you need help finding a suitable committee boat to hold all the RC gear and keep the RC volunteers comfy.

\*\*\* End of series BBQ nights

## SYSCO Membership Renewal



**T**hank you to everyone who has already renewed their SYSCO membership for 2011. Your membership entitles you to free entry in all SYSCO sponsored races.

As per the SYSCO Bylaws, the renewal fee increases by \$5 for renewals that aren't received at the SYSCO Post Office Box by February 15.

The SYSCO membership form can be found at:

[www.sailpdx.com/sysco/membership2011.pdf](http://www.sailpdx.com/sysco/membership2011.pdf)

Please mail the form and your fee to:

Small Yacht Sailing Club of Oregon  
PO Box 5502  
Portland, OR 97228

# The Changing Face of Pancho III

By Dale Mack, Newsletter Editor

**S**YSCO's mark setting boat, Pancho III, plays a critical role in helping SYSCO fleets perform their race committee duties. The venerable Boston Whaler continues to serve SYSCO because of the volunteer efforts of those who maintain and repair this valuable asset.

Age, the elements, and the occasional boat handling mishap by race committees means that Pancho has evolved over the years. For example, back in 2003 Pancho's center console was rebuilt, and in the process the aging windscreen portion was replaced with stainless steel rails better suited to Pancho's duties.

During the 2010 season, Pancho's port bow sustained an impact that tore through the rub rail and crushed the underlying fiberglass at the gunwale. While not the first significant bow strike that Pancho has encountered during its years of service to SYSCO, the damage was beyond just cosmetic, and required off-season attention.



Photo by Dale Mack, 2001



Photos by Dale Mack, 2003



Photo by Rich Jones, 2010



Photos by Gary Bruner, 2011



# DESIGNED TO FLY — *Etchells*

By Jim Foster

**S**YSCO recently encouraged members to share what they are doing on the river. I just brought a used Etchells up from California this past December. I owned one twenty-two years ago (named *Jolt*) that I raced.

Wikipedia has this to say about the boat:

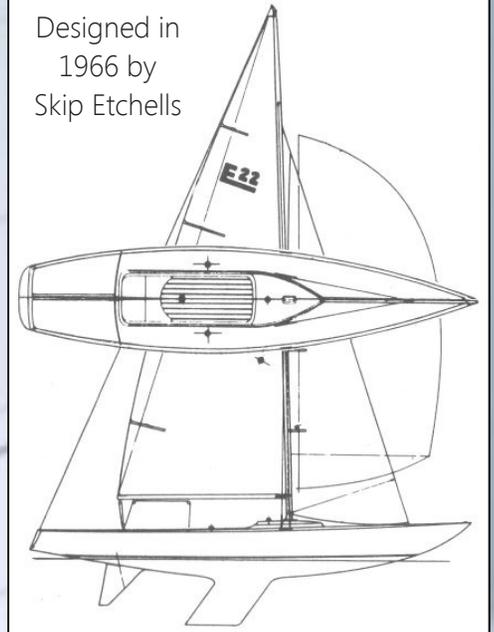
“The Etchells is a fast, stable racing sloop that can be raced competitively and safely by three or four sailors. She can tack in 70 degrees and is extremely sen-

sitive to subtle adjustments in tuning and trim. She has a sleek hull with relatively little wetted surface area, which allows her to move well in the lightest breeze. In heavier winds, she absolutely flies.”

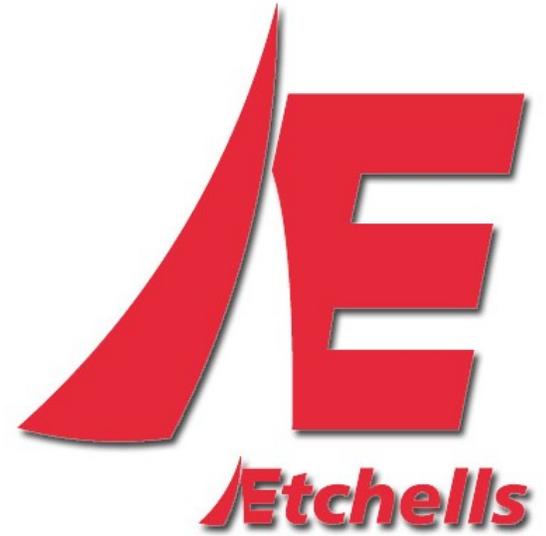
The boat has no cabin or facilities whatsoever. With a PHRF rating of 141, it is pure sailing and a lot of fun. The boat’s new name is *OOOH NO!!*

See you out there.

Designed in  
1966 by  
Skip Etchells



Length 30 ft 6in  
LWL 22 ft  
Beam 6 ft 11in  
Weight 3,324 lbs  
Main 188 sq ft  
Jib 103 sq ft  
Spin 400 sq ft



# DESIGNED TO FLY — *cont.*

By Jim Foster



# THE BLADE JIB CONTROVERSY

By Tod Bassham, Ranger 20 Fleet Captain

## *Part III of the Ranger 20 Chronicles*

**A**t Ranger 20 World Headquarters, the mood was somber. The acrid scent of revolution was in the air. The old guard, traditionalists to the core, shared glances across the mahogany table, while sipping the brandy and Moroccan coffee offered by the liveried footmen. Finally, the Commodore cleared his throat, and spoke. "Well, let's hear what these people have to say." The major-domo threw open the doors, and in trickled a gaggle of scruffy young sailors.

"My Lords," began their spokeswoman. "The Ranger 20 is the finest one-design racing boat ever built, all the world admits. However, it has one arguable flaw." Scowls and a collective grumble went round the table. "Let me explain. When the famed naval architect Ray Richards designed her in 1971, bell bottom pants, hallucinogenic drugs, and large overlapping headsails were all the rage. For reasons that no doubt seemed groovy at the time, the designer specified a short-hoist, overlapping, 110 percent jib of about 100 square feet in size, necessarily sheeted *outside* the shrouds. This, of course, means a wide sheeting angle, and therefore," the spokeswoman coughed apologetically, "something less than optimum upwind performance."

A fine porcelain cup shattered in the Commodore's grip. An elderly committee member clutched at his chest and was wheeled away. The rest could only stare in mingled shock and outrage. The spokeswoman hurried on. "So, we—the new generation of Ranger owners—propose a slight modification to the one-design class rules to allow using a tall-hoist, non-overlapping, 100 percent blade jib of about 100 square feet, sheeted inside the shrouds. We think this will improve pointing ability and upwind performance in heavy wind conditions . . ." her voice was drowned out in a rising chorus of "Sacrilege! Abomination!"

There comes a time in the fortunes of every great one-design fleet when it must answer some basic existential questions, such as: what the hell are we doing dinking around the buoys in these little boats pretending we're real sailors? Well, no, not *that* question, but equally important ones: how much room for innovation can a one-design fleet tolerate before it is no longer a one-design fleet? How to encourage experiments that might make a great old boat even better, while avoiding an arms race? These are the questions the rules committee struggled with, as the mobs raged outside the marble-pillared hall and the fate of empires hung in the balance.



Recent events in Egypt have shown that youth and enthusiasm win out in the long run, and eventually the fleet traditionalists conceded that allowing racers to use a tall blade jib did not equate to moral turpitude and the decline of western civilization, and just might make racing the Ranger 20 even more exciting. With respect to the specter of an arms race, the old guard and the avant garde agreed that because a blade jib gives only a small performance boost over the old-style jib, the price is about the same, and jibs aren't used much anyway, concerns that Rangers would be forced to choose between buying a new fancy sail and putting bread in their children's mouths seemed a trifle overblown.

As the new and old fleet members once again held hands and sang "Kumbaya," they gave heartfelt thanks to designer Ray Richards, builder Howard "Smitty" Smith, and all the many Rangers over the past 40 years that have loved and sailed this little boat. Ladies and gentlemen, sailors and friends, we give you: the Ranger 20. Happy 40<sup>th</sup> birthday.

# SYSCO BOARD MEETING MINUTES

By Gary Bruner, Secretary

**M**inutes from the SYSCO board meeting at Elmer's Delta Park on Monday, February 7, 2011.

The meeting was called to order at 7 pm by Commodore Jim Sinclair who welcomed all present.

In attendance were: Jim Sinclair, Colleen Bennett, Jan Burkhart, Bill Sanborn, Dale Mack, Michael Nance, and J-24 Fleet Captain Phil Brzytwa, Ranger 20 Fleet Captain Tod Bassham, Cruising Fleet Captain Steve Spon, and Gary Bruner

## Reports

**Treasurer:** Colleen Bennett distributed a detailed copy of our monthly financial statement. Briefly, SYSCO has now reached 47% of budgeted yearly income and spent 5% of budgeted expenses.

The 'contribution 'bucket' at Fleet Night generated \$145 which allowed the hugely successful Fleet Night on 1/17 to stay within budget. Not included in the report is recent income in the amount of \$500 from SYSCO's insurance company which helps offset the repairs to Pancho III, SYSCO's mark boat, recently repaired by Bill Brennan.

**Membership:** Jan Burkhart reports that since the Boat Show, we have received checks from nine renewals, as well as four new members. It was moved, seconded and approved to accept new members Dan Vetter (associate), Dave and Terri Entler, (Hunter 54 Galatea), Jeff Litwak (Merit 25 Tatoosh), and Ryan Rodgers (Ranger 20). This brings total the membership to fifty-five, slightly less than 50% of what is expected.. Since the bylaws require that the membership fee goes up after February 15, Jim will request that Rear Commodore Rich Jones send an email reminder.

**Racing:** Michael Nance reported that the first annual Fleet Night drew an outstanding crowd, and most everyone found it successful. Michael, at Fleet Night, distributed a good deal of printed material to fleet captains present, including the schedule of which fleets run which races. Michael has plans to try to get all fleet captains together yet this spring to revisit issues related to running coordinated, efficient races this season. He intends to email fleet captains, all of whom have been identified except B Fleet. We were reminded at all fleet captains are invited to board meetings, but each must be a member of SYSCO to have voting privileges. Michael will continue to encourage good communication within fleets. He expressed some concern that Race Committees have yet to be

organized for a number of regattas, the first being the Spring Regatta. The Board assured Michael that help would be forthcoming from within the membership and that there was still ample time. Jim Sinclair will contact Rich Jones, since there was some recollection that Rich would serve as PRO of the Spring Regatta, but that needs to be confirmed.

**Cruising:** On behalf of Cruising Chair Gib Colistro, Bill Sanborn reported that the first cruise of the spring will be a 'shakedown cruise' to the East Dock (Sandy Beach) on March 26. The balance of the cruising schedule will be published in the newsletter.

**Program:** Tod Bassham reminded everyone that the general membership meeting for February will consist of the SYSCO Social at RCYC on Saturday, February 19. Bring a appetizer to share and a bottle of wine or other libation, and join in this no host potluck! The March general membership meeting will feature Dave King, who will present a program based on his participation in the Single Handed Transpac Race to Hanalei Bay last summer aboard Saraband, his Westsail 32. This should be a very popular and crowded evening! Tod and co-chair Randall Poff are still soliciting ideas for upcoming speakers and suggestions for the future in-

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*(Continued from page 17)*

cluded: fireboats, the Coast Guard, Sea Scouts and more.

**Old Business:** Due to illness in his family, Alan Wittner from Columbia Crossings was unable to attend this meeting, but Gary Bruner will meet with him this week to discuss furthering our relationship, particularly in regards to sponsorship of our Awards Banquet, the Columbia Crossings Cup Regatta, Columbia Crossings Beer Can race, possible renting of the Hayden Island clubhouse, and Racer's Row policy. Use of their

facility for barbeques after the final races of the summer series and Pancho trailer storage have already been approved.

**New Business:** Tod Bassham submitted a proposal for SYSCO to join in partnership in a pilot program with the Ranger 20 fleet. They intend to sponsor at least one regatta this spring for high school students from the Portland Waldorf School, one option being a part of the SYSCO Spring Regatta. Each Ranger will have an adult skipper but high school students as crew. There are programs for young people in dinghies on the Willamette, but little instruction available for

high school aged youth in keelboats. It was moved, seconded and approved that SYSCO would be the sponsoring club, offer the use of Pancho as a mark and chase boat, and provide \$100 towards the cost of a post regatta party. If this pilot program proves a hit, Tod hopes that other one design fleets might join them in the future and other schools provided the opportunity to join in. Tod will check with the Coast Guard to make sure the dates of the youth regattas are approved and part of our permit.

After a reminder about the Social event on the 19<sup>th</sup> at RCYC, the meeting was adjourned.

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# COLUMBIA CROSSINGS SPONSORSHIP OF SYSCO

By Gary Bruner, Secretary

**S**YSCO Secretary, Gary Bruner met with Alan Wittren, the Marketing Manager at Columbia Crossings, on Wednesday, February 9.

## **SYSCO/Columbia Crossing Cup August 13**

The SYSCO/Columbia Crossings Cup (scheduled for August 13), formally known as the SYSCO One-Design Regatta, was a main topic on Alan's agenda. Alan would like to see the event grow, and he put forth various ideas for increasing participation.

SYSCO and Columbia Crossings (CC) have

agreed that SYSCO will handle all the on-the-water aspects of the regatta. Skippers will be required to register at least 72 hours prior to start of the race, which is SYSCO's standard practice. SYSCO will also promote the event via the newsletter, email alerts, reminders to the SYSCO membership, and SYSCO will endeavor to get the event published on:

[www.sailpdx.com](http://www.sailpdx.com)

Columbia Crossings will sponsor a BBQ after the races featuring burgers, hotdogs, brats, chili, beer, water, soft drinks, and salad. Alan also is wondering if we need a live band, or could the event get by with a DJ or even an

iPod of nautical tunes played over a rented sound system. [Editor's Note—the OCSA Race Book advertises the event as having "LIVE" Music"] Alan is seeking feedback from the SYSCO Board on the music aspects of the event with an eye towards controlling costs.

To encourage skippers to attend the social after the racing, Columbia Crossings is going to offer a free night's moorage at Tomahawk Bay Moorage for boats so long as skippers indicate and request the benefit 72 hours in advance of the regatta. The offer may encourage out-of-town skippers to come up or down the river to attend the event.

*(Continued on page 19)*

(Continued from page 18)

Columbia Crossings wants the awards presentation to occur at the BBQ. Alan is envisioning plaque-style trophies engraved with 1st, 2nd, etc. for each fleet as well as the overall SYSCO/Columbia Crossings Cup winner. Gary Bruner suggested that the trophies could be collected afterward, have the boat names engraved on them, and then be formally presented at the SYSCO Awards Banquet. Gary will follow-up with the SYSCO Board regarding how awards will be handled for the event.

### **SYSCO Awards Banquet, Oct. 15**

Columbia Crossings has generously offered to underwrite part of the cost of the SYSCO Awards Banquet. CC will provide \$500, or the cost of the band, whichever is lower.

### **Columbia Crossings Beer Can, July 22**

Gary Bruner offered the services of SYSCO to provide the race committee to run the July 22 Columbia Crossings Beer Can race.

### **Columbia Crossings Discount Moorage**

Boats don't need to be a member of a one-design fleet in order to take advantage of the "Racer's Row" discount. Owners simply need to be an active racing member of SYSCO and the boat needs to be able to fit into a 28' slip! Alan told Gary that he could even move Shamrock over to Racer's Row if Gary wanted

to pay an additional \$12/month for the two foot overhang into the fairway. The J/24s, Catalina 22s, and the Catalina 25s have taken advantage of the discount in the past. This change in policy might allow more boats to take advantage of the discounts.

Alan said he's considering a "Racer's Row" at Hayden Bay for larger boats if they could attract a group in which half the boats were new to Columbia Crossings (they are trying to increase moorage customers, not simply move current customers to cheaper slips). He has some 30-40' slips that he'd consider renting to a group of larger boats for somewhere in the \$119-129 range. That would save Gary Bruner some money over the \$208/month he is paying for a 32' slip at Tomahawk Bay Moorage. The slips Alan is thinking about are on L Dock which is not the most desirable because, as Alan put it, L Dock gets more wash from passing tugs and big powerboats.

### **Pancho Storage & Summer BBQ**

Columbia Crossings is still willing to provide free Pancho/trailer storage. Alan confirmed that SYSCO is welcome to use the Tomahawk Bay Moorage picnic area for SYSCO's BBQs after the Summer Series on both Tuesday and Thursday.

### **Columbia Crossings Clubhouse**

Gary asked about the availability of the clubhouse that belongs to Columbia Crossing. The

clubhouse used to the Hayden Island Yacht Club building which is located across the street from Safeway. Because the SYSCO Fleet Night event had to restrict attendance to the capacity limitations of the RCYC floating clubhouse, SYSCO is considering a larger venue for next year. The CC clubhouse will seat 250.

Alan stated that Columbia Crossings rents the space for \$500, plus a refundable \$250 deposit, and a \$12 key fee. However, since SYSCO is a partner of Columbia Crossings, Alan said they'd be willing to let SYSCO use the facility for free (with the refundable deposit and the refundable key fee), so long as SYSCO didn't request the use of the facility too often (Alan mentioned that monthly would be too often).

*the*  
**STARTING LINE**

**Deadline**

**March 13**

Email articles and photos to:

Dale Mack

[celtic-myst@comcast.net](mailto:celtic-myst@comcast.net)

# SYSCO Meeting

## March 21

Dinner — 6 pm • Meeting — 7 pm



Come listen to special guest speaker Dave King talk about his adventure competing in the 2010 Singlehanded TransPac aboard his WestSail 32.



*the Starting Line*

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*Winter Racing by Terry Johnson*